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China Mail

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IRONSIDES QUIT.

ENTIRE FORCE EVACUATES CANTON.

KWANGTUNG POLITICS.

Turning Attention To East River Cities.

BIG DRIVE AGAINST COMMUNISTS AT HOIFUNG ANTICIPATED.

Opinions differ as to why the Ironsides have evacuated Canton to their last man, preferring the East River cities of Sheklung and Waichow. Some think that they are bent on a "vindication campaign" which will be directed at the "Soviet Government" in operation between Swatow and Bias Bay, while others predict hostilities between the Ironsides and two other factions with designs on Canton. Latest political developments in Kwangtung province are detailed below.

YUNNANESE IN CAPITAL.

About 20,000 Ironsides are gathered at Waichow, on the East River, 60 miles east of Canton, ready to strike a mortal blow at the "Soviet Government" established in the hinterland of Bias Bay.

Latest intelligence to hand bears out the prediction made by the "China Mail" political correspondent that the Ironsides are to engage in a vindication campaign.

Leaders Fade Out.

Their commander-in-chief, General Chang Fah-kuei, has had to resign. The second-in-command, General Wong Ki-cheung, has been dismissed.

Their principal political sponsor, Mr. Wang Ching-wei, is practically an exile from China. His three or four leading supporters have left or are leaving Canton.

Upwards of 10,000 men this week travelled the 40 miles by the Kowloon Railway (Chinese section) from Canton to Sheklung.

Frontier Left Open.

Garrisons in districts along the British (New Territories) frontier have been withdrawn to join the concentration camp at Waichow, going via Sheklung.

In fact, the Ironsides have gone so far as to denude the railway zone of troops and less than a brigade will be left in the main base at Sheklung.

Therefore the Ironsides will have fully 20,000 seasoned men for the drive against the Hoifung and Lukfung districts where the Reds hold sway.

The Reds' Opportunity.

All those who could do so have fled from this unhappy area but a few more refugees arrived yesterday in small fishing boats.

As explained by the "China Mail" Canton correspondent over a month ago, the place is too poor to induce a garrison to stay there. Taking advantage of the land being undefended except for militia, the Reds gathered all the banditti, guerrillas and Peasant Corps they could and overthrew the local government.

Troops for Canton.

The Reds probably have 3,000 rifles between them and a small fraction are ex-soldiers. Against even odds, they will be no match for the Ironsides who are in such preponderance.

Detachments of troops other than Ironsides have arrived in Canton these few days, from the North River. Some are Yunnanese mercenaries, says the "Hong Kong Evening Post" and the others belong to a "neutral" Lt.-General who now has charge of the city.

At Honam, across the Canton River from the city, westwards to Fatsan and Samshui, the 5th Army (dubbed the Papersides) under General Li Fook-lum holds sway.

FUNDS WANTED.

Cause for Kwangsi's Halt on West River.

Outside of the territories referred to and along the lower reaches of the East River, the present Canton Government does not have any power.

Kongmoon and hinterland is in the hands of Kwangsi troops.

The main strength of the Kwangsi army has called a halt on the West River, some 60 miles above Samshui. The "China Mail" political correspondent learns that General Wong Shi-

lung, one of the big four of the Kwangsi group, is hampered by lack of funds and will not risk a clash with the Ironsides or Papersides until his faction regains more prestige or General Li Chai-sum has returned.

THREE COLUMNS.

Ironsides To March Near Bias Bay.

The "China Mail" Canton correspondent reports that the Ironsides are now indifferent as to whether Canton is theirs or not. They will concentrate on vindicating themselves by fighting the Hoifung-Lukfung Reds and then seek a home elsewhere. They are also hoping to come to terms with an army on the Fukien frontier which is further away than Swatow.

Three columns of Ironsides will march out from the East River against the Reds, the right wing being nearest the coast but missing Bias Bay.

THE OTHER VIEW.

Kwangsi and Others May Attack Ironsides.

News from Chinese sources is that both the Kwangsi garrison at Swatow and the Chiang Kai-shek "diehards" on the Fukien frontier are likely to march westwards with Canton as their goal. For this reason, the reports say, the Ironsides are constructing defences along a short line on the East River, fearing more danger from this side than from the West River.

According to the "Wah Keung Yat Po," the Kwangsi administration at Swatow has offered rewards for the capture of the Red leaders near Bias Bay, hoping to clear that area preparatory to a challenge to the Ironsides.

IN THE NEWS.

ITEMS FROM TO-DAY'S POLICE REPORTS.

A Chinese male child who fell on a rice bowl and injured his face was admitted to the Government Civil Hospital yesterday.

The driver of public motorcar No. 439 reports that whilst driving along Praya East yesterday, near No. 2 Police Station, he ran into the rear of a tramcar. A passenger in the car was injured on the forehead by broken glass and removed to hospital.

OUR MONEY.

STILL A \$44 MILLION BALANCE.

The balance in hand of Kong Kong Government funds on Sept. 30 was \$4,781,528.06.

In September the Colony spent \$1,426,053.97 and the revenue was \$1,934,386.34.

The Colony's assets on Sept. 30 totalled \$16,938,214.73.

It is notified in the "Gazette" that, at the expiration of three months, the Yik Wing Steamship Co., Ltd., will, unless cause is shown to the contrary, be struck off the register of companies.

REDS SPREAD OUT.

Canton Agents Now at Amoy?

RAID ON PORT NEAR SHANGHAI.

Communists Busy In Nationalist Territory.

Shanghai, Yesterday. Both the police and the military at Amoy have been ordered by the local Nationalist authorities to take special precautions against Communist agents in the port.

It is believed that a number of agitators, after leaving Canton when the troops had restored order there, have secretly entered Amoy for the purpose of fomenting trouble.

On the night of Dec. 20, a Communist horde broke into villages adjoining the port of Kiangyin, near the mouth of the Yangtze River, looting and burning.

Nationalist troops arrived on Dec. 21 and the Reds retired.

["Hong Kong Evening Post."]

[Note: Amoy is a port in southern Fukien. Kiangyin is 95 miles from Shanghai.]

GOING TO-DAY.

Soviet Consulate Staff of Shanghai.

Shanghai, Yesterday. It is reported that the staff of the Soviet Consulate-General will be leaving Shanghai to-morrow.

Tram Service Improves. About fifty trams were running to-day and the service has improved although the strike has not ended.—British Naval Wireless.

Shanghai, Yesterday. The tram service is gradually resuming. Twenty-six tramcars are running to-day, chiefly in the Western district of the International Settlement.—Reuter.

HANKOW REDS.

Twelve Russian Women Now Released.

Hankow, Dec. 22. Twelve Russian women were released yesterday (Wednesday) evening. The released persons state that they did not suffer any ill-treatment from the authorities.—Reuter.

MOSCOW'S VOICE.

Threatens Punishment for Acts of Savagery.

Moscow, Yesterday. Mass meetings of protest against the execution of Soviet citizens in Canton have been held in Moscow, Leningrad and Siberian cities; and the Russian Far Eastern Shipping Agency announces the cancellation of its steamship services in all Chinese ports.

M. Chicherin has issued a long statement protesting against the executions, concluding to the effect that the "Soviets reserve the right to undertake what measures may be deemed necessary, in view of the bloody crimes in South China against Russia: these savage acts cannot remain unpunished."—Reuter.

YAUMATI FIRE.

INJURED SOLDIER IN HOSPITAL.

The police report of the fire that occurred at Yaumati yesterday evening states that the outbreak commenced at 161, Reclamation Street, occupied as a ratten ware shop. The fire spread to 159, and 155 and 157 were also damaged. No loss of life has been reported. The amount of damage and insurance is unknown.

Arising out of the above outbreak, Ernest Kendall, of "D" Company, the Queen's Regiment, has been admitted to the Kowloon Hospital suffering from injuries to the head sustained whilst assisting at the outbreak.

BIG OPIUM HAUL.

214 TINS FOUND ON WHARF.

Two hundred and fourteen tins of prepared opium were brought to the water Police Station by detectives yesterday. The drug was found in a bag tied with rope on Tin Chung wharf, Taikotsui.

PEKING BADLY HIT.

Crop of Reverses in the War.

WHITE RUSSIAN GENERAL DIES?

Premier's \$500,000 For Counter-Offensive.

A crop of cables came in overnight all pointing to very bad times for the armies of the Peking Government in their war with the Nationalists.

The Nationalists have reached a point about 400 miles south of Peking and their offensive is sustained.

"Losing All Round." According to the Chinese reports, two detachments have surrounded to the Nationalists; a general has resigned; the (Russian) general of the "White Russians" has died; the people of Shantung province are in a panic because their province has been entered; and their best fighters are already retreating to the north bank of the Yellow River.

Mr. Pan Fu, the Premier of the Peking Government, is reported to have brought \$500,000 to Tsinanfu (capital of Shantung) with which General Chang Tsung-chang has been asked to launch a counter-offensive.

Trouble Near Hankow. A Shanghai cable to the "South China Review" says that communication between Hupoh and Hunan provinces (south of Hankow) has been severed owing to the Nationalist troops there com-

"FRESH AND COOLER."

Good Beginning To Christmas Weather.

"Fresh north-east winds, clear, cooler" is the forecast issued to-day by the Royal Observatory for the 24 hours ending at noon to-morrow.

This applies not only to Hong Kong, but also to the adjacent (South China) coast and Formosa Channel.

ing into contact near Yochow with the Hankow forces which were defeated some time ago.

General Pei Chung-hsi, one of the big four of the Kwangsi group, who threatened war on Canton, has arrived at Hankow. General's Arrival.

General Pei Chung-hsi has arrived at Hankow from Shanghai. [Note: One of the Kwangsi big four, this general has tendered his resignation as Defence Commissioner of Shanghai as he wishes to bring his army to Hankow whence to march overland to attack the Ironsides in Canton.]

CHIANG KAI-SHEK.

Re-Assuming Command of the Armies.

Shanghai, Yesterday. It is reported that General Chiang Kai-shek re-assumes the Generalissimo on January 1, after which it is expected that he will appoint General Ho Ying-ching Defence Commissioner of Shanghai and Woosung in succession to General Pei Chung-hsi (of the Kwangsi group).—Reuter.

It is stated from Vienna that an agreement has been completed between the Hungarian Government and a British group for the establishment of electricity works at Banhdia Beartoth for the electrification of the railway line from Budapest to the Austrian frontier and for the supply of power to the Budapest Municipality. A capital of \$3,000,000 is stated to be involved. British industry is to receive 40 per cent. of the orders, including 20 electric locomotives.—British Wireless Service.

Mr. De Valera has arrived here. He has announced that he will try to raise \$250,000 in the United States in order to establish an Irish Republican newspaper.—Reuter's American Service.

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DOOMED

Crew of American Submarine.

RESCUE ABANDONED.

"Apparent Incompetency Of Navy Department."

New York, Yesterday. All hope of rescuing any of the crew of the submarine S4 is virtually abandoned. The rescue fleet is now devoting its attention to salvage, but the raising of the vessel is unlikely until the Spring.—Reuter's American Service.

American Legions Criticism. New York, Yesterday. Since the S4 tragedy people have been too interested in the life saving efforts to criticise the Navy Department's management of the salvage operation. Now, however, the public Press is showing certain impatience. A resolution crystallising the feelings of a considerable section of the public was passed by the Massachusetts Post of the American Legion declaring that "the apparent incompetency of the Navy Department in handling the situation, whether due to lack of proper equipment, red tape, inefficiency or other causes, can be viewed, only with apprehension."

Meanwhile the Secretary of the Navy has issued numerous statements giving the impression that he is on the defensive.

Everything points to the whole question of safety measures for submarines being thrashed out in Congress shortly. The strong feelings aroused by the disaster all over the country are hardly likely to be satisfied with less.—Reuter's American Service.

A WINDFALL.

GIFT TO PAY OFF NATIONAL DEBT.

SPECIAL LEGISLATION.

Rugby, Yesterday. It is stated in political circles that an offer was recently made to the Treasury of a considerable sum of money which the donor proposed should be allowed to accumulate for a long period so that it might ultimately be devoted toward paying off the National Debt.

The Chancellor of the Exchequer, it is understood, was ready to accept the gift, but there were found to be legal difficulties in the way of its use in the manner proposed. It was decided that provision should be made to give effect to the donor's wishes, and for this purpose a new clause was proposed to the Trust Funds Validation Bill which was considered in Committee in the House of Commons on Wednesday.

Sir Thomas Inskip, Solicitor-General, moved the new clause to exempt a benevolent fund from law against perpetuities in order that it may in the end be used to pay off the National Debt.

The clause was added to the Bill, which was given the Royal assent before Parliament was prorogued.

Though it was generally understood that a definite offer had been made to the Chancellor the sum was not known. A report to-day puts it at £100,000.—British Wireless Service.

FRENCH FLIGHT.

REPORTED DEPARTURE FROM ADALIA.

Angora, Yesterday. The aeroplane Georges Guynemer is now reported to have left Adalia for Aleppo on Wednesday after taking in fresh petrol.—Reuter.

SUN AND RAIN.

METEOROLOGICAL FIGURES FOR NOVEMBER.

The rainfall for the month of November at the Botanical Gardens was 1.32 inches on five days, at the Matilda Hospital (Mount Kellett) it was .5 inches on three days, and at the Police Station (Taipei) it was 4.20 inches on two days, and at the Royal Observatory (Kowloon) 1.825 inches on six days.

The lowest reading of the barometer (mean sea-level) was 29.67 inches at 12.30 p.m. on the 20th.

The maximum squall velocity, as recorded by the Dines-Baxendell anemograph, was at the rate of 74 miles per hour at 12.27 p.m. on the 20th.

The highest temperature was 82.4 degrees on the 4th and the lowest 58.7 on the 8th.

The sun shone longest on the 5th, for 10.7 hours. There were 231.4 hours of sunshine during the month.

DE VALERA.

FUNDS FOR IRISH REPUBLICAN NEWSPAPER.

VISIT TO NEW YORK.

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TRIAL BY COMBAT.

THE ONLY SOLUTION FACING CANTON.

WAR IN THE NORTH.

Failure To Form Stable Kwangtung Govt.

WHY A SOUTHERN POLITICAL COMPROMISE WILL NOT SERVE.

[By "Li Chung-yin."]

Trial by combat is the only solution facing Canton and the province of Kwangtung now that a deadlock has been reached in the negotiations to form a strong government; but as better prospects will follow this inevitable war, it is hoped that hostilities will be decided quickly.

Only three months ago, there were indications that South China would be free from political struggles while the Yangtze Valley and the North would be embroiled in drawn-out campaigns between bitterly opposed factions. Expectations have been borne out only in the far North.

A BAFFLING MYSTERY.

For once conditions exist which make it moderately safe to offer predictions as to the course of events in Canton.

Anything may happen in the North and, viewed as a whole, the welter of China's domestic problems still provides a baffling mystery.

When General Li Chai-sum recently acted against the more violent of the labour unions and ordered the winding-up of the anti-Hong Kong strike movement, he took a step which he had hitherto been very reluctant to take.

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COMMERCE
AND
FINANCE.

LOCAL SHARES.

QUIET MARKET DURING

WEEK.

Messrs. Moxon and Taylor's

weekly share report states on

December 23—

We experienced a quiet market

during the week under review

which was only to be expected in

view of the approaching holidays,

prices, however, were well main-

tained although business transac-

ted was only on a moderate scale.

We take this opportunity of wish-

ing our Clients and Friends the

Compliments of the Season.

Shanghai market is quiet.

The following are the principal

alterations since last week—

Banks—Continued steady and

changed hands at \$1.155.

Unions—Are still in demand at

\$295 1/2, but more would have to be

paid to obtain shares.

China Insurance & Hong Kong

Fires—Have buyers at quotations.

Douglases—Continue to advance

and have buyers at \$4054.

Steamboats—Firmed up again

Phone C.22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

WANTED.

WANTED.—Board and Residence in Kowloon by young Englishman. State terms to:—Devon Mail Office.

SITUATION WANTED.—Children's Nurse (English), wishes to return to England as nurse, nurse help or companion. Box No. 519, care of "China Mail."

WANTED.—A European Lady Teacher to teach lower classes in a private school. Apply Box No. 518, care of "China Mail."

WANTED.—A Capable, Reliable Housekeeper for Hotel. Previous experience necessary. Apply stating particulars to Box No. 516, c/o "China Mail."

ANNOUNCEMENT.

ANNOUNCEMENT.—Wonderful Parcel and Water Wave can be one in the Hong Kong Hotel Beauty Parlour. Manicure by expert for Ladies and Gentlemen. Permanent Wave, French Method.

ANNOUNCEMENT.—HAIR SPECIALISTS OF EMPRESS OF RUSSIA, Miss Pare and Mr. Wickes, HOTEL SAVOY Beauty Parlour. Ask your best for the Holidays. ours 9 a.m. to 6 p.m.

FOR SALE.

FOR SALE.—One Portable H. M. Gramophone in good condition and records. Latest model. \$50. Apply Box No. 520, care of "China Mail."

FOR SALE.—One brass "Hunting" pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, "China Mail."

MISCELLANEOUS.

OUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 5, Wyndham St., telephone Central 22.

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Gentlemen in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, holds first-class certificates, persons wishing to study the Chinese language are requested to communicate with him at No. 104, Wyndham Street, first floor, terms moderate.

DOLLAR ACADEMY,

DOLLAR, SCOTLAND.

PREPARATION for Universities, Army, Public Services, Commerce. On list of Schools nominated for Sandhurst. Contingent of Division O.T.C. Mild climate and healthful surroundings, specially suitable for naval boys and boys from urban areas. Preparatory School adjacent. Prospectus and full particulars to be obtained on application to School Secretary, or at the office of this paper.

Headmaster, HUGH F. MARTIN, B.A., (Oxon.)

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. Healthy neighbourhood. SCHOOL GIRLS and SMALL BOYS. A Boarders received in the House the Principal. Individual care and attention. For Particulars apply to: MISS RUTH CULLEY (Camb. Higher Local). (Camb. Teachers' Diploma). MISS GERTRUDE TURNER (National Frodel Higher Certificate).

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions—

MARTIN'S PILLS
ADOLPH & STEEL
Sole and certain for all female complaints. Every lady should keep a box in the house. Clean and safe. Sold throughout the world.
Proprietors: Martin, Canada, Washington, U.S.A.

NOTICES.

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, and TUESDAY, the 26th and 27th instant. (Christmas Holidays).

Hong Kong, 21st December, 1927.

A. S. WATSON & CO., LIMITED. NOTICE.

ON SATURDAY, the 24th December, All Departments will be OPEN until 6 p.m.
On MONDAY, the 26th, and TUESDAY, the 27th December, all Departments will be CLOSED.

On these days, The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.
A. S. WATSON & CO., LTD.
Hong Kong, 23rd December, 1927.

NOTICE.

WE have REMOVED our Offices to the New P. & O. Building (4th Floor), from 19th of December, 1927.

DOUGLAS LAPRAIK & CO.
Hong Kong, 17th December, 1927.

NOTICE.

THE OFFICES of the Douglas Steamship Company have been REMOVED to the New P. & O. Building (4th Floor), from MONDAY, 19th of December, 1927.

DOUGLAS LAPRAIK & CO., General Managers, Douglas Steamship Co., Ltd.
Hong Kong, 17th December, 1927.

FANLING HUNT STEEPLECHASES.

SATURDAY, 24th December, at 3.15.

Admission to Public Enclosure \$1.00. Ladies Free.

Admission to Subscribers' Enclosure on production of badge only.

Subscribers can introduce Two Ladies Free, and Two Non-members at \$5.00 each.

Cars parked on the Racecourse \$5.00 Each.

Tickets obtainable from Dr. F. Pierce Grove, Alexandra Buildings.

SPECIAL TRAINS. Return Fare 1st Class \$1.50. 2nd Class 90 cents. Leave Kowloon 2.00. SPECIAL EXPRESS returns 5.41 p.m. Which allows plenty of time to prepare for the Christmas Eve Festivities.

THE "STAR" FERRY COMPANY, LTD.

SCALE OF CHARGES,

Effective 1st January, 1928.

| Passengers | 1st Class | 3rd Class |
|---|-----------|----------------|
| Per Trip | \$ 0.10 | |
| Persons under 16 years of age | 0.05 | |
| Non-Commissioned Officers and Men belonging to Army, Navy, Police and Fire-Brigade in Uniform | 0.05 | |
| Special Ferry 1.00 a.m. | 0.20 | 4 copper cents |
| Asiaties only are allowed to travel 3rd Class | | |
| Book of 100 tickets—Asiaties only | 6.00 | |
| Monthly Tickets—Single | | |
| " " (Persons under 16 years of age) | 2.00 | |
| " " Family (3 persons) | 9.00 | |
| " " (4/5 ") | 12.00 | |
| Children under 3 years of age | Free | |

The following persons will be considered as members of a Family:—Husband, Wife, unmarried Children and Governess, Nurse or Amah, living in the same house.

By Order of the Board of Directors,
F. H. CRAPNELL, Secretary.

Hong Kong, 14th December, 1927.

JUST ARRIVED

A FEW MORE SETS OF OLD CHEFOO STAMPS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519

c/o "China Mail"

NOTICES.

THE KOWLOON MOTOR BUS CO., LTD.

"SPECIAL" and "FAMILY" Monthly Tickets.

HOLDERS of the above-mentioned tickets are hereby informed that effective January 1st, 1928, such tickets will not be available. SPECIAL tickets are those which have hitherto been sold at less than the charge of \$5.00 each.

By Order of the Board of Directors,
LAM MING FAN, Secretary.
Hong Kong, December 20th, 1927.

HONG KONG FOOTBALL ASSOCIATION.

HOLIDAY MATCHES.

SATURDAY, DECEMBER 24th.

Interport Trial
PROBABLES v. ROYAL NAVY.
Hong Kong Club Ground.
Kick off at 3.45 p.m. sharp.

MONDAY, DECEMBER 26th.

Sunday Herald International Charity Cup Competition.
SCOTLAND v. PORTUGAL.
Hong Kong Club Ground.
Kick off at 3.45 p.m. sharp.

TUESDAY, DECEMBER 27th.

ENGLAND v. SOUTH CHINA.
Hong Kong Club Ground.
Kick off at 3.45 p.m. sharp.
Full Time in all these Games.
ALL PAY.

HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING.

13th, 14th, 15th & 18th February, 1928.

DRAFT PROGRAMMES and ENTRY FORMS are now ready and may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.
Hong Kong, 15th December, 1927.

KING EDWARD HOTEL

CHRISTMAS EVE & NEW YEAR'S EVE DINNER DANCE

8.30 p.m. to 12 Midnight.

\$2.50 Per Person.

Booking can now be made at the Hotel.

A DRIVER'S RIGHTS.

INDIAN CHAUFFEUR SENT TO JAIL.

"CHASING MOTOR CARS."

Sadi Khan, the Indian chauffeur of Mr. C. Bernard Brown, was yesterday sentenced to two years' imprisonment at the Criminal Sessions for manslaughter. Under circumstances already related, he knocked down and killed a Chinese woman.

Sir Henry Gollan, the Chief Justice, in imposing sentence, said: "There is not a redeeming feature in the whole case. . . . You have run over four people, killing one, then you went off without paying the slightest attention to the people that you had injured. . . . Some drivers in Hong Kong think they have a complete right to the road and that everybody must get out of their way. You seem to think, according to one of your answers, that when you blow the horn, anybody who is in the road has to get out of your way. . . . I want to make drivers clearly to understand that the man who is walking on the road has as much right to the road as the driver and the people who are walking are not to be chased by motor cars or run over by them in the future."

CHINESE ART.

EXHIBITIONS IN LONDON AND MANCHESTER.

Messrs. Bluet and Sons have, at 48, Davies Street, London, W., a remarkable collection of early pottery and porcelain, dating from the Chou Dynasty (1122-255 B.C.) to the Ming (1368-1620). To the Chou Dynasty belongs a handsome Han pottery vase, with deep green iridescent glaze, giving the appearance of patinated bronze. Between the Han and the Tang periods there are models of a camel, a stately official on horseback, a superb draught ox, and a "Horse with Barbarian Rider." Coming to the Tang period (618-907 A.D.), there is an excellent "Standing Figure of a Lady" and a pair of seated figures of "Lady Musicians," both of great beauty of form, line, and colour. An exquisite porcelain "Bowl," "as thin as paper," gives an idea of the skill of the Sung potters, who made Chinese art revered throughout the land.

An exhibition of Chinese objects of art, forming part of the collection of Mr. John Hilditch, was opened on Nov. 14 in the Salford Art Gallery at Peel Park, Manchester, by Lord Colwyn. The exhibition contains more than a thousand specimens, which have been arranged by Mr. Hilditch and are described in a handsome catalogue well illustrated. The exhibits comprise embroideries, bronzes, pottery, wood-carvings, paintings, porcelain, jade, and coins.

Lord Colwyn said in the busy life one lived in commerce and industry it was well to visit an exhibition like that, which was the product of genius and capacity centuries old. If we kept our minds solely on money-making Chinese art revered and thought nothing of art and literature, poetry and painting, we were going to help towards the destruction of the greatest empire the world had seen.

Mr. Hilditch, in acknowledging assistance in the arrangement of the exhibition, tried to picture a procession in that gallery of the old artists, sculptors, potters, and wood carvers whose work to the eyes of the spectators still throbbed with life and vigour. Men in China did not—any more than in far-off days they did in England—toll at these things for monetary gain. Mostly their wages were paid in rice. But now and again there were men to whom cash was more than something to be ignored. This set up no barrier between that type of men and ourselves. Evidence of the existence of such men was to be found among the coins arranged in one of the table cases of that exhibition. On the coin number 970, struck in the form of a medal, were the words "Happiness so long as we have the cash." That was set down by the ancient Chinese artist in days when we were still bartering goods, and putting knots in lengths of string to indicate numbers. He trusted the exhibition would act as a stimulus to the minds of visitors. The ignorance of most of us concerning the Celestial Empire was almost colossal, and it was not a little thing that in such a centre an exhibition of this kind should have been arranged. (Hear, hear.)

Colonel F. S. Brereton, Mayor of Hemei Hempstead, states that the epidemic of typhoid fever in the King's Langley district has been confined to one area, and that the situation is well in hand. It is believed that the fever has been spread by milk, and probably originated with a "carrier."

HIGHEST IN QUALITY.
LOWEST IN PRICE.

CHRISTMAS—
WEDDING—
BIRTHDAY—
FANCY—
ALL OTHER—
including the popular
POLAR—

CAKES

Made and sold by:—CAFE PAVILION,
Bakery and Confectionery
96, Nathan Road, Kowloon,
Phone K. 874.

WHY INDIGESTION OFTEN GETS WORSE.

Stomach trouble gets worse if you don't treat it properly, and ulcers may form before you realize. Excess of harmful stomach acid causes indigestion, sour and ferments the food, and attacks the delicate stomach lining. The fermented food then forms still more acid—a vicious circle and a dangerous one. Merely to stop the pain of indigestion is not enough. For full protection against chronic acidity and stomach ulcers you should use "Bisurated" Magnesia. It neutralises acid instantly, and thus, by removing the cause of the trouble, gives quick relief. "Bisurated" Magnesia is safe, too. It is a remedy that not only soothes and heals, but also protects the inflamed stomach lining. Don't take risks—get a package of "Bisurated" Magnesia from your chemist. It is sold in both powder and tablet forms, and either will give you instant relief.

Photography & Art Exhibition & Contest at Macao.

From 2nd to 15th January, 1928.

For particulars address:
THE DIRECTOR,
Port Works Department,
Macao.

LONDON DIRECTORY

with Provincial & Foreign Sections and Trade Headings in Five Languages, enables traders to communicate direct with MANUFACTURERS & DEALERS in London and in the Provincial Towns and Industrial Centres of the United Kingdom and Ireland, the Continent of Europe, Africa, America, Asia, Australasia, etc. The names, addresses and other details are classified under more than 3,000 trade headings, including:

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DEALERS SEEKING AGENCIES can be printed at a cost of \$1.10s. 0d. for each trade heading under which they are inserted. Larger advertisements at \$10 per page.

The directory is invaluable to everyone interested in overseas commerce, and a copy will be sent by parcel post for 22 net cash with order.

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The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:—
K.661—No. 2, Saigon Street, Yaumatei or
C.2560—No. 33, Tung Man Street.

THE NEW FRENCH REMEDY. THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

Best French Remedy for all ailments. Sold everywhere. Write for details to the Proprietors, 12, rue de la Paix, Paris.

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LOCAL AND CHINESE SCENES.

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BEST ADVERTISING DIRECTORY MEDIUM.

WHY PAY \$5 to \$10 per line to have your Firm Name printed in BLACK TYPE in an outside Directory when you can have it printed in Black in the DOLLAR DIRECTORY for \$1 per line—in the Directory with the Biggest Hong Kong Circulation.

Why pay \$2 to \$5 per AGENCY in an outside Directory when you can insert your AGENCY in the DOLLAR DIRECTORY for \$1 each Agency.

THE
DOLLAR DIRECTORY
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FOR NEW YORK AND BOSTON via SUEZ.
S.S. "WRAY CASTLE" on or about 10th January.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0.
LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

M.V. "VIMINALE" Sails hence on or about 5th Jan.
M.V. "ESQUILINO" Sails hence on or about 2nd Febr.
M.V. "ROMOLO" Sails hence on or about 1st March.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong
M.V. "REMO" Sails hence on or about 10th Jan.
M.V. "VIMINALE" Sails hence on or about 7th Febr.
M.V. "ESQUILINO" Sails hence on or about 6th Mar.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" Sails from Calcutta 2nd February.
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Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:-
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £102 £83, via San Francisco.
£5440, £5420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU Tuesday, 10th January, 1928.
TENYO MARU Sunday, 29th January.

*Calls Keelung.
LONDON via Singapore, Suez, Marseilles & Ports.
HAKUSAN MARU Saturday, 31st December.
KITANO MARU Saturday, 14th January.
HARUNA MARU Saturday, 28th January.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 18th January, 1928.
BOMBAY via Singapore, Penang, & Colombo.
GENOA MARU Tuesday, 27th December.
AWA MARU Wednesday, 11th January.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU Monday, 6th February, 1928.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU Friday, 20th January.

NEW YORK and/or BOSTON via PANAMA.
TAKAOKA MARU Tuesday, 27th December.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU Tuesday, 10th January.

CALCUTTA via SINGAPORE, PENANG & RANGOON.
INAGANO MARU Saturday, 31st December.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU Friday, 20th January.

SHANGHAI, KOBE & YOKOHAMA.
KAMO MARU Tuesday, 27th December.
SEIYO MARU (Kobe direct) Saturday, 31st December.
TOTTORI MARU (Moji direct) Saturday, 31st December.
MORIOKA MARU Sunday, 8th January, 1928.
KATORI MARU Monday, 9th January, 1928.

*Cargo only.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

M.M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:-
S.S. "MIN" 1st week January, 1928.

S.S. "YANGTSE" due to arrive from DUNKIRK.
LONDON, HAVRE about the 23rd January, 1928.

SERVICES CONTRACTUELS (Mail Service)

| Steamers. | Sailings from Marseilles. | Arr. at Hong Kong & Sailings for Shanghai and Japan. | Sailings from Hong Kong for Marseilles. |
|--------------|---------------------------|--|---|
| ANDRE LEBON | A | — | 3rd Jan. 1928 |
| CHENONCEAUX | A | — | 17th Jan. |
| ANGERS | B | 2nd December | 31st Jan. |
| DARTAGYAN | A | 10th December | 14th Feb. |
| G. METZINGER | A | 30th December | 28th Feb. |
| SPRINE | A | 13th January | 13th Mar. |

RATES OF PASSAGE MONEY TO MARSEILLES
(Including Table Wine)
A Class 1st Class £90. 0s. 0d. B Class 1st Class £85. 0s. 0d.
Steamers 2nd £70. 0s. 0d. Steamers 2nd £65. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).
For full Particulars, apply to:-
Cie. des MESSAGERIES MARITIMES,
Telephone Central 740. 3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

SHIPPING SECTION.**DUTCH NAVY.****QUESTION OF COLONIAL DEFENCE.**

In his Memorandum of Reply to the Report of the Second Chamber on the Naval Budget, Mr. Lambooy, the Dutch Minister for War and for the Navy *ad interim*, states that the Minister has not relaxed his efforts to increase the fighting power of the fleet. It is well known that the following is at present regarded by the Government as a desideratum for the fleet in the Dutch East Indies: Two cruisers, eight destroyers, twelve submarines, with the necessary auxiliary material; aeroplanes, hydroplanes, minelayers, etc. Everything has been done to realise this programme, and those efforts are successful.

The personal opinion of the Minister—supposing that the development of the League of Nations does not tend in another direction—is that it would be necessary to bring the number of destroyers for the D.E.I. up to 12 and that of submarines up to 16. It would further be necessary to construct two new minelayers. The construction of new destroyers should be accelerated.

The State Navy should be controlled by the Dutch Government, and whilst every effort should be made to satisfy the Dutch East Indian Government in matters of naval defence, the Government of the mother country contemplates reserving to itself the final decision. The 1924 destroyers can doubtless start for the Dutch East Indies in the months of 1928.

The withdrawal of the order for the construction of the cruiser "Celebes" has cost the country a total of about £2,800,000.

CHRISTMAS CRUISES.

Since 1923 the Compagnie des Messageries Maritimes have organised circular cruises in the Mediterranean with great success. The new programme for 1928 comprises thirteen tours, one of which is a "Christmas Eve 1928 at Bethlehem" tour. The tariffs include, besides the cost of passage, all subsidiary expenses, such as accommodation in the best hotels, motor excursions, meals, gratuities, guides, etc.

NORTH-EAST COAST YARDS.

A few very welcome orders for new tonnage have recently been placed with shipyards on the north-east coast of England. Messrs. Swan, Hunter, and Wigham Richardson, of Wallsend-on-Tyne, are to build five steamers for service on the Canadian lakes, and one or two orders for small vessels have also been given out. Work is still being completed more rapidly than fresh orders can be secured. Competition between local firms for the work available remains very keen.

BRITISH WARSHIPS.**THE NUMBER IN CHINESE WATERS.**

Mr. Bridgeman informed Mr. Wellock (Stourbridge, Lab.) that H.M.S. "Hermes," the aircraft-carrier, had returned to England to refit and recommission, and would return to the China Station on completion, probably in January. She was on the China Station from August, 1925, to February, 1926, from October, 1926, to September, 1927. Flights over Chinese territory were made from her decks on nine occasions, eight of which were in connection with Chinese piratical activities or attacks on merchant ships.

In reply to a further question by Mr. Wellock, Mr. Bridgeman said the following British warships were now in Chinese waters: Five cruisers, one aircraft-carrier, four sloops, two destroyer flotillas (comprising two flotilla leaders and 16 destroyers), one dispatch vessel, one submarine tender, two submarine depot ships, 12 submarines, 17 river gunboats, and four armed launches. The number of officers and men, including Marines, comprised in the complements of these ships was 8,559.

NEW POLICE LAUNCH.

A steam-launch 100 feet long (over all) is required by the Police Department. Dimensions are given in the "Gazette" in a notice calling for tenders.

MOVEMENTS OF STEAMERS.

The Ben Line s.s. "Benrinese" from Leith, Middlesbrough, Antwerp, London, Straits and Philippines, is due to arrive here to-morrow.

The C.P.S. R.M.S. "Empress of Canada" left Yokohama for Vancouver on December 16 at 3 p.m., and is due at Vancouver to-morrow.

The C.P.S. R.M.S. "Empress of Asia" arrived at Yokohama on December 22 at 11 a.m. left Yokohama same day at 5 p.m., and is due at Hong Kong on December 29 at a.m. She will sail for Manila on December 30 at 5 p.m.

The s.s. "Corby Castle" (D. & Co.) sailed from Honolulu on November 26, and is due in Manila on January 1, 1928.

The C.P.S. R.M.S. "Empress of Russia" (Capt. A. J. Hosken, R.N.R.) will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on January 4, (Wednesday), 1928.

The M.V. "Vimale" (D. & Co.) sailed from Aden on December 5, and is due here on January 5, 1928.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "Lt. St. Loubert Ble" are advised to send in their claims to the Agent before December 26.

Consignees of Cargo ex s.s. "Chenonceaux" are advised to send in all claims to the Agent before December 30.

C.P.R. LINER.

LAUNCHED AT DALMUIR LAST MONTH.

The Canadian Pacific passenger liner "Duchess of Atholl," 20,000 tons, was launched on November 23 from the Dalmuir yards of Messrs. William Beardmore and Co., Ltd., and the next day, the company's cargo steamer, "Beaverbrae," 10,000 tons, left the slip of Messrs. Armstrong, Whitworth and Co.'s yards at Newcastle. The Duchess of Atholl was to perform the christening ceremony at Dalmuir, and Lady McLaren Brown that at Newcastle. Within the space of two months five 10,000-ton first-class cargo liners, of the "Beaver" type, the 20,000-ton liner inaugurating the new Duchess cabin class, and the "Princess Elaine" for the British Columbia coastal service, will have been launched, representing a tonnage of over 72,000. This is stated to be a world's record for the number and the aggregate tonnage launched in this brief space of time for a private ship-owning company. The "Duchess of Atholl" is due to make her maiden voyage from Liverpool on June 1, 1928, to be followed by her sister ship, "Duchess of Bedford," on July 13.

AMERICA'S CARGO LINES.

It is reported from Washington that the Shipping Board has again deferred definite action on the proposed sale of the five Government-owned cargo lines—two Atlantic and three West Coast services. The Atlantic coast lines in question are the American, France, consisting of nine vessels, of 78,141 deadweight tons, covering North Atlantic ports and French ports and operated by Cosmopolitan Shipping Company, Inc., of New York, and American West African, comprising ten vessels, of 82,352 deadweight tons, operated by A. H. Bull and Co., Inc., also of New York. The latter line operates between New York and the West African coast. The three West Coast lines include the American-Australian Orient, operating a fleet of 19 vessels, aggregating 174,516 deadweight tons, serving Pacific ports, Australia, New Zealand, and the Orient, and now under the management of Swayne and Hoyt, Inc., of San Francisco; American Oriental Mail, consisting of seven vessels of 66,370 deadweight tons, with home port at Seattle, covering ports of Puget Sound and the Orient, and operated by the Admiral Oriental Line; and the Oregon Oriental Line, consisting of ten vessels of 85,703 deadweight tons, operated by the Columbia Pacific Shipping Company, of Portland. This line operates between Columbia River ports and the Orient.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS ANGELES.
S.S. "PAWLET" Dec. 24
S.S. "WEST HENSHAW" Jan. 7
S.S. "ELK RIDGE" Jan. 21
For full information apply to
SWAYNE & HOYT, INC.
L. EVERETT, Inc.
General Agents

BANK LINE LTD.**AGENTS FOR**

ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF TOKIO" Marseilles, Havre, London, Rotterdam & Hamburg. 3rd January.
S.S. "CITY OF CALCUTTA" Marseilles, London, Rotterdam & Hamburg. 16th January.
S.S. "CITY OF BEKIN" Havre, London, Rotterdam & Hamburg. 14th February.
S.S. "CITY OF BENARES" London, Rotterdam & Hamburg. 20th February.

AUSTRALIA SINGAPORE/AUSTRALIA AUSTRAL-EST INDIES LINE
"CITY OF SPARTA" Leaves Singapore 7th January.
"CITY OF PALERMO" Leaves Singapore 7th February.

For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE
S.S. "CITY OF LAHORE" via Suez Canal 26th December.
S.S. "CITY OF BERN" via Suez Canal 23rd January.
S.S. "CITY OF KIMBERLEY" via Suez Canal 20th February.

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON AND NEW YORK AMERICAN & ORIENTAL LINE
M.V. "MYRTLEBANK" 5th February.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINHOW" 1st half April

Loading for Mauritius, Delagoa Bay, Durban, East London, Alagoa Bay (Port Elizabeth) Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.
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Telephone Central 4741

THE BANK LINE, LTD.**CANADIAN PACIFIC****QUICKEST TIME ACROSS THE PACIFIC TO VICTORIA & VANCOUVER.**

| STEAMERS | Hong Kong | Shanghai | Kobe | Yokohama | Vancouver |
|-------------------|-----------|----------|---------|----------|-----------|
| EMPRESS OF RUSSIA | Jan. 4 | Jan. 7 | Jan. 10 | Jan. 13 | Jan. 22 |
| EMPRESS OF ASIA | Jan. 25 | Jan. 28 | Jan. 31 | Feb. 3 | Feb. 12 |
| EMPRESS OF CANADA | Feb. 15 | Feb. 18 | Feb. 21 | Feb. 24 | Mar. 4 |
| EMPRESS OF RUSSIA | Mar. 7 | Mar. 10 | Mar. 13 | Mar. 16 | Mar. 25 |
| EMPRESS OF ASIA | Mar. 23 | Mar. 26 | Mar. 29 | Mar. 31 | Apr. 10 |
| EMPRESS OF CANADA | Apr. 18 | Apr. 21 | Apr. 24 | Apr. 27 | May 6 |
| EMPRESS OF RUSSIA | May 9 | May 12 | May 15 | May 18 | May 27 |
| EMPRESS OF ASIA | May 30 | June 2 | June 5 | June 8 | June 17 |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

SPECIAL FARES TO EUROPE

£120 £112 £83
All first and second class rooms on the "Empress of Canada," "Empress of Asia" and "Empress of Russia" are fitted with hot and cold running water.

HONG KONG—MANILA SERVICE.

| Leave Hong Kong | Arrive Manila | Leave Manila | Arrive Hong Kong |
|-----------------|---------------|--------------|------------------|
| Dec. 30 | Jan. 1 | Jan. 1 | Jan. 3 |
| Jan. 20 | Jan. 22 | Jan. 22 | Jan. 24 |

CANADIAN PACIFIC EXPRESS**TRAVELLERS CHEQUES****PAYABLE THE WORLD OVER.**

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Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.
ALTAI MARU Wednesday, 11th January.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
MANILA MARU Saturday, 31st December.
HOMBAI—Via Singapore and Colombo.
KASADQ MARU Tuesday, 3rd January.
SHUNKO MARU Friday, 6th January.
(*Calls at Karachi).
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.
MEXICO MARU Thursday, 5th January.
CALCUTTA—Via Singapore, Penang and Rangoon.
SEATTLE MARU Tuesday, 24th January.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.
RAIPHONG—Via HUIHOW & PARKHOI.
TAKIWA MARU Tuesday, 3rd Jan., 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAVANA MARU Friday, 6th January.
JAPAN PORTS
AMAZON MARU Saturday, 14th January.
BINGO MARU Tuesday, 24th January.
KEELING Via SWATOW & AMOY.
KAJO MARU Sunday, 25th Dec., 11 a.m.
HOZAN MARU Sunday, 1st January, 11 a.m.
TAKAO Via SWATOW & AMOY.
DELI MARU Thursday, 29th Dec., 10 a.m.
TAKAO—Direct.
DAIREN—via TAKAO.
For further particulars please apply to—OSAKA SHOSEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

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"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in £50, £25, £10, £5, £1, and £0.50 denominations—bound in a small handy wallet—and cost only 3/4 of 1 per cent.

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THE AMERICAN EXPRESS CO., INC.
4-A, Des Voeux Road, Central, Hong Kong.

THE EAST ASIATIC CO. LTD.**COPENHAGEN.**

The M.S. "MALAYA" will be loading for Port Said, Marseilles, Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian and Baltic Ports on or about:

| Further sailings: | Expected on or about: | Will leave homeward bound on or about: |
|-------------------|-----------------------|--|
| S.S. "KINA" | 17th January. | 17th January. |
| M.S. "JAVA" | 23rd January. | 29th February. |
| M.S. "AUSTRALIEN" | 15th February. | 25th March. |
| M.S. "ASIA" | 21st February. | 1st April. |

Subject to change without notice.
For further particulars, please apply to:-
JOHN MANNERS & CO., LTD.
Agents.

CHY LOONG.

New Season. Preserved Ginger.
Best quality—Prompt attention to Exporters.
Office—231, Queen's Road Central, 2nd floor. Tel. Central 2830.
Factory—500-504, Canton Road, Yau-matell. Tel. K. 869.

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.
S.S. "WRAY CASTLE" on or about 10th January.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE \$72.10.0.
LONDON \$80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong

M.V. "VIMINALE" Sails hence on/or about 5th Jan.
M.V. "ESQUILINO" Sails hence on/or about 2nd Febr.
M.V. "ROMOLO" Sails hence on/or about 1st March.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong
M.V. "REMO" Sails hence on/or about 10th Jan.
M.V. "VIMINALE" Sails hence on/or about 7th Febr.
M.V. "ESQUILINO" Sails hence on or about 6th Mar.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMYOLOSI" Sails from Calcutta 2nd February.
S.S. "UMZUMBI" Sails from Calcutta 3rd March.
S.S. "UMONA" Sails hence on/or about 6th Mar.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:-

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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102, \$83, via San Francisco.

G\$440, G\$420, via Japan & Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU Tuesday, 10th January, 1928.
TENYO MARU Sunday, 29th January.

*Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.

HAKUSAN MARU Saturday, 31st December.

KITANO MARU Saturday, 14th January.

HARUNA MARU Saturday, 28th January.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 18th January, 1928.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Tuesday, 27th December.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

CINYO MARU Monday, 6th February, 1928.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAMAKURA MARU Friday, 20th January.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU Tuesday, 27th December.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DURBAN MARU Tuesday, 10th January.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

INAGANO MARU Saturday, 31st December.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th January.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU Tuesday, 27th December.

SEIYO MARU (Kobe direct) Saturday, 31st December.

TOTTORI MARU (Moji direct) Saturday, 31st December.

MORIOKA MARU Sunday, 8th January, 1928.

KATORI MARU Monday, 9th January, 1928.

*Cargo only.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
S.S. "MIN" 1st week January, 1928.

S.S. "YANGTSE" due to arrive from DUNKIRK.
LONDON, HAVRE about the 23rd January, 1928.

SERVICES CONTRACTUELS (Mail Service)

| Steamers. | Sailings from Marseilles. | Arr. at Hong Kong & Sailings for Shanghai and Japan. | Sailings from Marseilles. |
|--------------|---------------------------|--|---------------------------|
| ANDRE LEBON | 2nd Dec. | 4th Jan. | 3rd Jan. 1928 |
| CHENONOUX | 16th Dec. | 18th Jan. | 17th Jan. |
| ANGERS | 30th Dec. | 1st Feb. | 31st Jan. |
| DARTAGIAN | 13th Jan. | 14th Feb. | 14th Feb. |
| G. METZINGER | 27th Jan. | 28th Feb. | 28th Feb. |
| SPRING | 10th Feb. | 10th Mar. | 10th Mar. |

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine).
A Class (1st Class) .. \$99. 0s. 0d. B Class (1st Class) .. \$85. 0s. 0d.
Steamers 2nd .. \$70. 0s. 0d. Steamers 2nd .. \$61. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodations reserved in the Trains at Marseilles.

(Sailings subject to alteration without notice).

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Cie. des MESSAGERIES MARITIMES.

Telephone Central 740. 3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

**SHIPPING SECTION.****DUTCH NAVY.****QUESTION OF COLONIAL DEFENCE.**

In his Memorandum of Reply to the Report of the Second Chamber on the Naval Budget, Mr. Lambooy, the Dutch Minister for War and for the Navy *ad interim*, states that the Minister has not relaxed his efforts to increase the fighting power of the fleet. It is well known that the following is at present regarded by the Government as a desideratum for the fleet in the Dutch East Indies: Two cruisers, eight destroyers, twelve submarines, with the necessary auxiliary material: aeroplanes, hydroplanes, minelayers, etc. Everything has been done to realise this programme, and those efforts are successful.

The personal opinion of the Minister—supposing that the development of the League of Nations does not tend in another direction—is that it would be necessary to bring the number of destroyers for the D.E.I. up to 12 and that of submarines up to 16. It would further be necessary to construct two new minelayers. The construction of new destroyers should be accelerated.

The State Navy should be controlled by the Dutch Government, and whilst every effort should be made to satisfy the Dutch East Indian Government in matters of naval defence, the Government of the mother country contemplates reserving to itself the final decision.

The 1924 destroyers can doubtless start for the Dutch East Indies in the months of 1928.

The withdrawal of the order for the construction of the cruiser "Celebes" has cost the country a total of about fl.2,800,000.

CHRISTMAS CRUISES.

Since 1923 the Compagnie des Messageries Maritimes have organized circular cruises in the Mediterranean with great success. The new programme for 1928 comprises thirteen tours, one of which is a "Christmas Eve 1928 at Bethlehem" tour. The tariffs include, besides the cost of passage, all subsidiary expenses, such as accommodation in the best hotels, motor excursions, meals, gratuities, guides, etc.

NORTH-EAST COAST YARDS.

A few very welcome orders for new tonnage have recently been placed with shipyards on the north-east coast of England. Messrs. Swan, Hunter, and Wigham-Richardson, of Wallsend-on-Tyne, are to build five steamers, for service on the Canadian lakes, and one or two orders for small vessels have also been given out. Work is still being completed more rapidly than fresh orders can be secured. Competition between local firms for the work available remains very keen.

BRITISH WARSHIPS.**THE NUMBER IN CHINESE WATERS.**

Mr. Bridgeman informed Mr. Wellock (Stourbridge, Lab.) that H.M.S. "Hermes," the aircraft-carrier, had returned to England to refit and recommission, and would return to the China Station on completion, probably in January. She was on the China Station from August, 1925, to February, 1926, from October, 1926, to September, 1927. Flights over Chinese territory were made from her decks on nine occasions, eight of which were in connection with Chinese piratical activities or attacks on merchant ships.

In reply to a further question by Mr. Wellock, Mr. Bridgeman said the following British warships were now in Chinese waters:—Five cruisers, one aircraft-carrier, four sloops, two destroyer flotillas (comprising two flotilla leaders and 16 destroyers), one dispatch vessel, one submarine tender, two submarine depot ships, 12 submarines, 17 river gunboats, and four armed launches. The number of officers and men, including Marines, comprised in the complements of these ships was 8,550.

NEW POLICE LAUNCH.

A steam-launch 100 feet long (over all) is required by the Police Department.

Dimensions are given in the "Gazette" in a notice calling for tenders.

MOVEMENTS OF STEAMERS.

The Ben Line s.s. "Benrinnes" from Leith, Middlesbrough, Antwerp, London, Straits and Philippines, is due to arrive here to-morrow.

The C.P.S. R.M.S. "Empress of Canada" left Yokohama for Vancouver on December 16 at 3 p.m., and is due at Vancouver to-morrow.

The C.P.S. R.M.S. "Empress of Asia" arrived at Yokohama on December 22 at 11 a.m. left Yokohama same day at 5 p.m., and is due at Hong Kong on December 29 at a.m. She will sail for Manila on December 30 at 5 p.m.

The s.s. "Corby Castle" (D. & Co.) sailed from Honolulu on November 28, and is due in Manila on January 1, 1928.

The C.P.S. R.M.S. "Empress of Russia" (Capt. A. J. Hosken, R.N.R.) will leave here for Victoria and Vancouver E.C. via Shanghai, Nagasaki, Kobe and Yokohama at noon on January 4, (Wednesday), 1928.

The M.V. "Viminale" (D. & Co.) sailed from Aden on December 5, and is due here on January 5, 1928.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "Lt. St. Loubert Bis" are advised to send in their claims to the Agent before December 26.

Consignees of Cargo ex s.s. "Chenonceaux" are advised to send in all claims to the Agent before December 30.

C.P.R. LINER.

LAUNCHED AT DALMUIR LAST MONTH.

The Canadian Pacific passenger liner "Duchess of Atholl," 20,000 tons, was launched on November 23 from the Dalmuir yards of Messrs. William Beardmore and Co., Ltd., and the next day the company's cargo steamer, "Beaverbrae," 10,000 tons, left the slip of Messrs. Armstrong, Whitworth and Co.'s yards at Newcastle. The Duchess of Atholl was to perform the christening ceremony at Dalmuir, and Lady McLaren Brown that at Newcastle. Within the space of two months five 10,000-ton first-class cargo liners, of the "Beaver" type, the 20,000-ton liner inaugurating the new Duchess cabin class, and the "Princess Elaine" for the British Columbia coastal service, will have been launched, representing a tonnage of over 72,000. This is stated to be a world's record for the number and the aggregate tonnage launched in this brief space of time for a private ship-owning company. The "Duchess of Atholl" is due to make her maiden voyage from Liverpool on June 1, 1928, to be followed by her sister ship, "Duchess of Bedford," on July 13.

AMERICA'S CARGO LINES.

It is reported from Washington that the Shipping Board has again deferred definite action on the proposed sale of the five Government-owned cargo lines—two Atlantic and three West Coast services. The Atlantic coast lines in question are the American, France, consisting of nine vessels, of 78,141 deadweight tons, covering North Atlantic ports and French ports and operated by Cosmopolitan Shipping Company, Inc., of New York, and American West African, comprising ten vessels, of 82,352 deadweight tons, operated by A. H. Bull and Co., Inc., also of New York. The latter line operates between New York and the West African coast. The three West Coast lines include the American-Australian Orient, operating a fleet of 19 vessels, aggregating 174,616 deadweight tons, serving Pacific ports, Australia, New Zealand, and the Orient, and now under the management of Swayne and Hoyt, Inc., of San Francisco; American Oriental Mail, consisting of seven vessels of 66,370 deadweight tons, with home port at Seattle, covering ports of Puget Sound and the Orient, and operated by the Admiral Oriental Line; and the Oregon Oriental Line, consisting of ten vessels of 85,703 deadweight tons, operated by the Columbia Pacific Shipping Company, of Portland. This line operates between Columbia River ports and the Orient.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS ANGELES.

S.S. "PAWLET" Dec. 24
S.S. "WEST HENSHAW" Jan. 7
S.S. "ELKBRIDGE" Jan. 21
For full information apply to—
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L. EVERETT, Inc.
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CANADIAN PACIFIC**QUICKEST TIME ACROSS THE PACIFIC. TO VICTORIA & VANCOUVER.**

| STEAMERS | Hong Kong | Shanghai | Kobe | Yokohama | Vancouver |
|-------------------|-----------|----------|---------|----------|-----------|
| | Leave | Leave | Leave | Leave | Arrive |
| EMPRESS OF RUSSIA | Jan. 4 | Jan. 7 | Jan. 10 | Jan. 13 | Jan. 22 |
| EMPRESS OF ASIA | Jan. 25 | Jan. 28 | Jan. 31 | Feb. 3 | Feb. 12 |
| EMPRESS OF CANADA | Feb. 15 | Feb. 18 | Feb. 21 | Feb. 24 | Mar. 4 |
| EMPRESS OF RUSSIA | Mar. 7 | Mar. 10 | Mar. 13 | Mar. 16 | Mar. 25 |
| EMPRESS OF ASIA | Mar. 28 | Mar. 31 | Apr. 3 | Apr. 6 | Apr. 15 |
| EMPRESS OF CANADA | Apr. 18 | Apr. 21 | Apr. 24 | Apr. 27 | May 6 |
| EMPRESS OF RUSSIA | May 9 | May 12 | May 15 | May 18 | May 27 |
| EMPRESS OF ASIA | May 30 | June 2 | June 5 | June 8 | June 17 |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

SPECIAL FARES TO EUROPE

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HONG HONG—MANILA SERVICE.

| Leave Hong Kong | Arrive Manila | Leave Manila | Arrive Hong Kong |
|-----------------|---------------|--------------|------------------|
| Dec. 30 | Jan. 1 | Jan. 1 | Jan. 3 |
| Jan. 20 | Jan. 22 | Jan. 22 | Jan. 24 |

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Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| | |
|--|------------------------------|
| LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said. | Wednesday, 11th January. |
| ALTAI MARU | Wednesday, 11th January. |
| RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town. | Saturday, 31st December. |
| MANILA MARU | Saturday, 31st December. |
| BOMBAY—via Singapore and Colombo. | Tuesday, 3rd January. |
| KASADO MARU | Friday, 6th January. |
| SHUNKO MARU | (Calls at Karachi). |
| DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—via Singapore and Colombo. | Thursday, 5th January. |
| MEXICO MARU | Tuesday, 24th January. |
| CALCUTTA—via Singapore, Penang and Rangoon. | Tuesday, 24th January. |
| SEATTLE MARU | Tuesday, 24th January. |
| VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports. | Tuesday, 3rd Jan. 10 a.m. |
| HAIPHONG—via HOIHOW & PAKHOL. | Tuesday, 24th January. |
| TAIKWA MARU | Tuesday, 24th January. |
| NEW YORK—via Japan ports, San Francisco & Panama. | Friday, 6th January. |
| HAVANA MARU | Saturday, 14th January. |
| JAPAN PORTS | Tuesday, 24th January. |
| AMAZON MARU | Sunday, 25th Dec. 11 a.m. |
| BINGO MARU | Sunday, 1st January, 11 a.m. |
| KEELING via SWATOW & AMOY. | Thursday, 20th Dec. 10 a.m. |
| ROZAN MARU | Thursday, 20th Dec. 10 a.m. |
| TAKAO via SWATOW & AMOY. | |
| DAIREN—via TAKAO. | |

For further particulars please apply to—OSAKA SHOSHEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

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4-A, Des Voeux Road, Central, Hong Kong.

THE EAST ASIATIC CO. LTD. COPENHAGEN.

The M.S. "MALAYA" will be loading for Port Said, Marseilles, Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian and Baltic Ports on or about:

6th JANUARY.

| Further sailings:— | Expected on or about:— | Will leave homeward:— |
|--------------------|------------------------|-----------------------|
| S.S. "KINA" | 17th January. | bound on or about:— |
| M.S. "JAVA" | 23rd January | 20th February. |
| M.S. "AUSTRALIEN" | 15th February | 25th March. |
| M.S. "ASIA" | 21st February | 1st April. |

Subject to change without notice.

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Agents.

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BANK LINE LTD.**AGENTS FOR**

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF TOKIO" Marseilles, Havre, London, Rotterdam & Hamburg 3rd January.
S.S. "CITY OF CALCUTTA" Marseilles, London, Rotterdam & Hamburg 18th January.
S.S. "CITY OF PEKIN" Havre, London, Rotterdam & Hamburg 14th February.
S.S. "CITY OF BENARES" London, Rotterdam & Hamburg 20th February.

AUSTRALIA SINGAPORE/AUSTRALIA AUSTRAL-EST INDIES LINE

"CITY OF SPARTA" Leaves Singapore 7th January.
"CITY OF PALERMO" Leaves Singapore 7th February.

For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF LAHORE" via Suez Canal 26th December.
S.S. "CITY OF BEDFORD" via Suez Canal 23rd January.
S.S. "CITY OF KIMBERLEY" via Suez Canal 26th February.

ANDREW WEIR & CO.**SERVICES TO****BOSTON AND NEW YORK AMERICAN & ORIENTAL LINE**

M.V. "MYRTLEBANK" 6th February.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 1st half April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth) Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quillimane, Edo, Port Ameila, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderits Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:-

Telephone Central 4791

THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S. S. | Tons | From Hongkong About | Destination |
|------------|--------|---------------------------|------------------------------------|
| MOREA | 10,958 | 12th Jan. | Marseilles & London |
| KALYAN | 9,144 | 7th Jan. | St. Paul & Bombay |
| DEVANHA | 8,155 | 21st Jan. | Marseilles, London, Antwerp & Hull |
| MALWA | 10,958 | 4th Feb. | Marseilles & London |
| KHYBER | 9,114 | 18th Feb. | Marseilles, London, Antwerp & Hull |
| NELLORE | 6,853 | 25th Feb. | Marseilles & London |
| MACE DONIA | 11,120 | 3rd Mar. | Marseilles & London |
| KHIVA | 9,135 | 10th Mar. | Marseilles, London & Antwerp |
| KASHMIR | 8,955 | 17th Mar. | Marseilles, London, Antwerp & Hull |
| KARNATA | 9,123 | 24th Mar. | Marseilles & London |
| MAINTUA | 10,940 | 31st Mar. | Marseilles & London |
| *KALYAN | 9,144 | 7th Apr. | Marseilles, London & Antwerp |
| MONGOLIA | 16,504 | 14th Apr. | Marseilles & London |
| MOREA | 10,958 | 28th Apr. | Marseilles & London |
| KASHGAR | 9,005 | 15th May | Marseilles, London & Antwerp. |

* Passengers to Singapore only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

| | | | |
|---------|-------|-----------|------------------------------|
| GARMULA | 5,254 | 8th Jan. | Singapore, Penang & Calcutta |
| TAKIWA | 7,930 | 14th Jan. | Singapore, Penang & Calcutta |
| SANTHA | 7,764 | 29th Jan. | Singapore, Penang & Calcutta |

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|-----------|--|
| * ST. ALBANS | 4,500 | 30th Dec. | Manila, Port Holland, Sandakan |
| ARAFURA | 9,000 | 27th Jan. | Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |
| TANDA | 9,056 | 2nd Mar. | |

* Calls at Port Holland.

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hio, Cebu, Kollumbun, Tawau, Timor, Darwin, or other ports en route as inducement.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|-------------|--------|-----------|--|
| DEVANHA | 8,155 | 25th Dec. | Shanghai, Moji, Kobe & Yokohama |
| | | 6 a.m. | |
| | | 1928 | |
| DELTA | 8,097 | 1st Jan. | Shanghai, Moji & Kobe |
| ARAFURA | 9,000 | 8th Jan. | Moji, Kobe, Osaka & Yokohama |
| SANTHA | 7,764 | 4th Jan. | Amoy, Shanghai, Moji, Kobe & Osaka |
| MALWA | 10,958 | 7th Jan. | Shanghai, Moji, Kobe & Yokohama |
| NELLORE | 6,853 | 13th Jan. | Shanghai, Moji, Kobe & Yokohama |
| KHYBER | 9,114 | 21st Jan. | Shanghai, Moji, Kobe & Yokohama |
| KHIVA | 9,135 | 3rd Feb. | Shanghai, Moji, Kobe & Yokohama |
| MACE DONIA | 11,120 | 4th Feb. | Shanghai, Moji, Kobe & Yokohama |
| TANDA | 9,056 | 17th Feb. | Shanghai, Moji, Kobe, Osaka & Yokohama |
| *NAGPORE | 8,283 | 17th Feb. | Shanghai, Moji, Kobe & Yokohama |
| KASHMIR | 8,955 | 18th Feb. | Shanghai, Moji, Kobe & Yokohama |
| KARNATA | 9,123 | 18th Feb. | Shanghai, Moji, Kobe & Yokohama |
| MAINTUA | 10,940 | 2nd Mar. | Shanghai, Moji, Kobe & Yokohama |
| *ST. ALBANS | 4,500 | 6th Mar. | Shanghai, Moji, Kobe & Yokohama |
| *LAHORE | 6,252 | 12th Mar. | Shanghai, Moji, Kobe & Yokohama |
| MONGOLIA | 16,504 | 17th Mar. | Shanghai, Moji, Kobe & Yokohama |
| MOREA | 10,958 | 30th Mar. | Shanghai, Moji, Kobe & Yokohama |
| KASHGAR | 9,005 | 18th Apr. | Shanghai, Moji, Kobe & Yokohama |
| MALWA | 10,958 | 27th Apr. | Shanghai, Moji, Kobe & Yokohama |
| DEVANHA | 8,155 | 11th May | Shanghai, Moji, Kobe & Yokohama |
| MACE DONIA | 11,120 | 26th May | Shanghai, Moji, Kobe & Yokohama |

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freight, Haulage, etc., apply to:—

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P. & O. Building, Connaught Rd. C., HONGKONG. Agents.

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(OCEAN S.S. CO. LTD. & CHINA MUTUAL S.S. CO. LTD.)

AND
AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONG KONG.

| | | |
|--------------------------|----------------|-----------|
| S.S. "CITY OF LAHORE" | Via Suez Canal | 26th Dec. |
| S.S. "CITY OF BEDFORD" | Via Suez Canal | 23rd Jan. |
| S.S. "CITY OF KIMBERLEY" | Via Suez Canal | 20th Feb. |
| S.S. "LYON" | Via Suez Canal | 9th Mar. |

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE & THE BANK LINE LTD., Hong Kong.

STATES AND SHIPS.

AUSTRALIA'S FLEET TO BE SOLD.

The Australian Government, it is announced from Canberra, intends to sell its fleet of mercantile vessels and to retire from the shipping business. In the House of Representatives Mr. Charlton (leader of the Opposition), moving a vote of no confidence in the Government in connection with the proposed sale, said that an unsympathetic administrator had detrimentally affected the line. Its sale, he asserted, would place a burden of £2,000,000 on producers through increased freights. The Federal Prime Minister (Mr. Bruce) declared that Mr. Charlton had over-estimated the benefits of the line. The Government, he added, considered it the proper course to sell the line, subject to its maintenance on the Empire register and to the purchaser's guaranteeing a ten years' equivalent of the recent service in regard to masts, passengers, general cargo, and refrigerating space, and also undertaking that the interests of Australian producers should receive preference.

Australia's experience in the running of ships, like that of the United States, has been a costly one. The first ships were bought in 1916, and profits amounting to £237,835 were earned on the first year's operations. The change came with the signing of the Armistice, after the Government had announced a big shipbuilding programme. The Government decided to cut its losses, and cancelled contracts right and left, but still the loss amounted to over £2,000,000. It is estimated that the total working loss and the amounts written off aggregate over £11,000,000. Attempts have been made to sell the fleet before, but the conditions laid down were such that no offers were received.

ATLANTIC GREYHOUNDS.

Shipping quarters in London are beginning to take more seriously the American scheme for a trans-Atlantic service of 32½-knot liners. The fact that Sir Charles Parsons, the most eminent of marine engineers, is reported to have said that the projected ships are technically practicable and the warm approval of the plan from the chairman of the United States Shipping Board are evidence that the Americans mean business. Nevertheless our shipping experts are convinced that the "Blue Ribbon Line" could never pay dividends. The new ships will be small as modern liners go, being of 20,000 tons gross, or less than one-third the size of the "Majestic." At a continuous speed of 32½ knots they would burn enormous quantities of oil, and other operating charges would be high. As only 400 passengers could be carried it would be necessary to charge extremely high fares if the bare costs were to be covered. Moreover, the wear and tear due to constant running at express speed is certain to be serious. Finally there is the question whether these ships would be popular with ocean travellers. Shipping men hold that a vessel driven across the Atlantic at 37 miles an hour would be very wet and uncomfortable even in ordinary weather, while in half a gale of wind life on board might become intolerable. At all times the vibration from the engines would probably be severe. On the other hand, American naval architects express confidence that the new liners will be seaworthy and comfortable. They will at any rate establish a record in one direction, since the cost of each vessel is estimated at £3,200,000. The American Brown-Boveri Company, which is promoting the scheme, has every hope that the United States Shipping Board will exercise its powers to grant a loan covering two-thirds of the building costs. Meanwhile the attitude of the big British shipping lines is watchful.

SAFETY AT SEA.

The British Government has, it is announced, notified the Powers that it is necessary to revise and amplify the agreement among seafaring nations which was concluded in London in 1914. The agreement dealt principally with the safety of passengers at sea. Great Britain is making definite proposals based on the experience of the past fourteen years, which are to be discussed at a conference that it is proposed to hold in London. An international conference on the safety of life at sea, it may be recalled, was held in London in 1913 following the loss of the "Titanic." The Convention embodying the points on which agreement was arrived at was not signed by all the nations represented at the Conference, but Great Britain signed it and gave effect to the provisions in the Merchant Shipping Act which became law in the following year. During the war, considerable experience was gained through the destruction of merchant ships, and it was found that in some respects the Convention was not adequate.

SHIPBUILDING.

OCTOBER'S HIGH OUTPUT.

The gratifying upward trend which was so marked in September was maintained in the Clyde shipyards in October, when 20 new vessels, aggregating 72,885 tons were launched. The total is much higher than that of any previous month this year, and is, indeed, the second highest ever recorded in the month of October, the first being October, 1924, when 18 vessels aggregating 34,104 tons were launched. The figures for the past month make a total for the year up to date of 174 vessels of 332,979 tons, as compared with 112 vessels of 255,553 tons in the first ten months of last year, 186 of 471,018 tons in the corresponding period of 1925, 183 of 459,761 tons in the first ten months of 1926, and 218 of 559,334 tons in the best corresponding period on record—that of 1913. There was, therefore, an increase of 62 vessels and 76,426 tons over last year, but a decrease of 44 vessels and 226,855 tons as compared with the maximum for the period.

The increase of more than 70,400 tons for the ten months is explained not by any decided improvement in trade, but by the launching, within a comparatively short time, of many vessels which were held up by the coal stoppage last year and were laid down early this year. Some important contracts have been obtained recently, however, and employment on the present level is virtually assured throughout the winter.

Among the contracts reported during October, which amount in the aggregate to 65,000 tons, were the following:—Messrs. Lithgows, Ltd., Port Glasgow, and Messrs. Napier and Miller, Ltd., Old Kilpatrick, each to build two fast twin-screw cargo-carrying motorships of about 10,000 tons deadweight for the Prince Line (Messrs. Furness, Withy, and Co.), London; the Fairfield Shipbuilding and Engineering Co., Ltd., Govan, a third twin screw motorship of 9,130 tons gross for Messrs. Bibby Brothers and Co., Liverpool; Messrs. Napier and Miller, Ltd., Old Kilpatrick, a cargo-carrying motor-ship of about 3,500 tons deadweight for Sir William Rankine Smith and Sons, Ltd., Cardiff; the Clyde Shipbuilding and Engineering Co., Ltd., Port Glasgow, a passenger and cargo steamer of about 3,000 tons deadweight for the Jadranka Plovidba, D.D., of Svak, Jugoslavia; Messrs. Bow, McLachlan, and Co., Ltd., Paisley; a general service steamer for the Admiralty; the Caledon Shipbuilding and Engineering Co., Ltd., Dundee, three cargo steamers, each of 9,000 tons deadweight, for Messrs. Watts and Co., Ltd., London, and one steamer of about 1,200 tons for Messrs. James Currie and Co., Ltd., Leith; Messrs. Ramage and Ferguson, Ltd., Leith; and Messrs. Hall, Russell and Co., Ltd., Aberdeen, a cargo steamer, 150 feet in length, for the North of Scotland and Orkney and Shetland Steam Navigation Co., Ltd., Aberdeen.

GERMAN TOURS ARRANGED.

The Hamburg-Amerika Linie, through Wm. H. Muller and Co. (London), Ltd., their general passenger agents in London, announces for 1928 a variety of cruises that will meet the requirements of the most exacting passengers. In addition to a wonderful world cruise by the s.s. "Resolute" leaving New York on January 7, there will be seven Mediterranean cruises. Two new motor-ships, "Orinoco" and "Magdalena," each of 9,000 tons, are to enter the service during 1928, and will be placed on the West Indies and Central America run from Plymouth. A round trip lasting 68 days can be had at from £100.

CONSIGNEES.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

From New York.

THE Steamship

"CITY OF LAHORE"

having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 23rd December, 1927, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before 30th December, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, with-in the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship

"CHENONCEAUX"

BRINGING CARGO from Marseilles, &c.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO. LTD., KOWLOON, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before FRIDAY, the 30th December, 1927, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor Messrs.—Goddard & Douglas in the presence of the Consignees at 10 a.m. on TUESDAY, the 26th December, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,

Agent.

Hong Kong, 21st December, 1927.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship

"LIEUTENANT ST. LOUBERT BIE"

Bringing Cargo from Dunkirk, Antwerp, London, &c. only cargo from Moravia ex S.S. "Marchal Gallin."

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO. LTD., KOWLOON, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before WEDNESDAY, the 26th December, 1927, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on MONDAY, the 26th December, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,

Agent.

Hong Kong, 19th December, 1927.

CUNARD LINE'S SHIPS.

That the Cunard Line contemplates building the world's largest ship was intimated by Sir T. Ashley Sparks, the company's resident director in the United States, on his return to New York recently after spending three months in Europe. Concerning the prospect of the company expanding its fleet he said: "One can never be satisfied with one's fleet. There will be bigger and better liners in time, but we have no immediate plans for additional construction. However, the next big ship we build will take the shine out of everything afloat." He added that the tonnage of this future super-liner would exceed that of the "Berengaria," the third largest ship in the world, and all others afloat, but he declined to give any further information in reference to the plans for the ship.



Your Own Room

Genuine comfort and every modern convenience attend you in your stateroom aboard President Liners. You will be delightfully pleased with the luxury and hominess of your accommodations.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners.

The public rooms are luxuriously appointed and inviting. All staterooms are outside, splendidly furnished and equipped with beds—not berths. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and shower in connection with many rooms perfect the travel comfort of these giant passenger liners.

The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining.

The decks are spacious. The Glass-enclosed Promenade always popular. Deck spaces, open air swimming pool, movies, evening dances, everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and LOS ANGELES

The Sunshine Belt via Honolulu

Fortnightly sailings on Tuesdays

Pres. McKinley Jan. 3rd.

Pres. Grant Jan. 17th.

Pres. Cleveland Jan. 31st.

Pres. Pierce Feb. 14th.

To SEATTLE and VICTORIA

The Short, Straight Route to America

Fortnightly sailings on Wednesdays

Pres. Taft Dec. 28th 12.30 a.m.

Pres. Hayes Jan. 11th.

Pres. Lincoln Jan. 25th.

Pres. Madison Feb. 8th.

Special Through Rates to Europe, via United States, £120, £112.

Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

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Fortnightly sailings on Tuesdays via Manila, Suez, Colon, Panama Canal, Alexandria, Naples, Genoa, Marseilles, Boston and New York.

Pres. Harrison Jan. 1st 8 a.m.

Pres. Monroe Jan. 15th 8 a.m.

Pres. Wilson Jan. 29th 8 a.m.

Pres. Van Buren Feb. 12th 8 a.m.

Pres. Hayes Feb. 25th 8 a.m.

Pres. Folk Mar. 11th 8 a.m.

To MANILA

Pres. McKinley Dec. 26th 6 p.m.

Pres. Harrison Jan. 1st 6 a.m.

Pres. Jefferson Jan. 15th 6 p.m.

Pres. Lincoln Jan. 29th 6 p.m.

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Dollar Steamship Line and American Mail Line

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Estimates furnished on application.

Hong Kong, April 1, 1924.

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CELEBRATED DRY GINGER ALE

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It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNEQUALLED by any similar product throughout the World.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.

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JADE MERCHANT.

Specialises in High-Class Jades,
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and Curiosities.

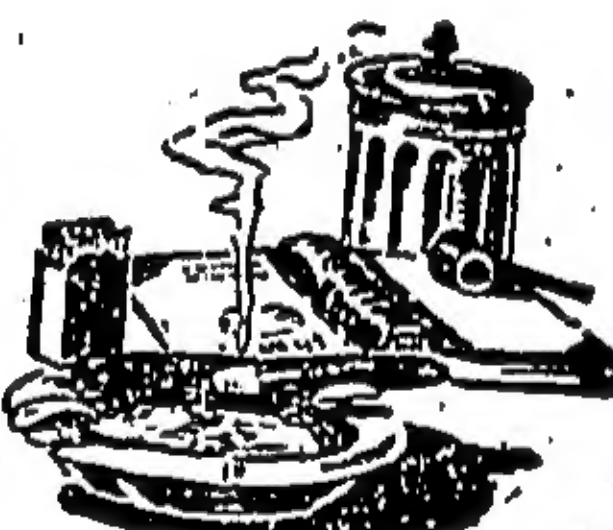
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BIRTHS.

MOORE.—On December 15, 1927,
at Shanghai, to Mr. and Mrs.
James W. Moore, of Chinkiang,
a son.

CROWLEY.—On December 17,
1927, at Shanghai, to Mr. and
Mrs. B. Crowley, a son.

HALL.—On December 17, 1927, at
Shanghai, to Mr. and Mrs.
David Hall, a daughter.

MACARTNEY.—On December 17,
1927, at Shanghai, to Mr. and
Mrs. T. Lamont Macartney, a son.

Hong Kong, Saturday, Dec. 24, 1927.

SATURDAY CAUSERIE.

The next issue of the "China
Mail" will appear on Tuesday.
Throughout the intervening season
of Earthly Peace and Good-
will we extend to our readers
wishes for a Happy Christmas.

Northern China has again come
into the war news. With the ter-
mination of Fengtien activities
against the Shansi forces, prac-
tically coincident with the out-
break of hostilities between the

Wu-Han and Nanking groups of
Nationalists, the troops of Mar-
shal Chang Tso-lin, together with
those of the Shantung warlord,
apparently went on vacation.
Now, it seems, they will again
have to take up their umbrellas
and other implements of battle
and face invading foes. It is not
nice whether for fighting, these
days, roundabout Peking and the
north generally. Snow and ice
abound, and cutting winds blow
over the unprotected plains
straight from the vast deserts be-
yond Mongolia. It was a Nation-
alist leader, Chiang Kai-shek, who
set the fashion a couple of years
ago, for winter fighting, and
forces claiming the same designa-
tion (though by no means the
same forces) are making the

offensive mentioned in yesterday's
news. They are, however, some
400 miles from Peking, so it is not
supposed that the Mukden war-
lord is greatly concerned. Just
why the Nationalists want to at-
tack the northern provinces it is
difficult to say. They have the
very wealthy Shanghai area, the
Yangtze valley, with all the
countryside within the river's
lower reaches, and possess a
nominal title to the Kwang Pro-
vinces. Yet they cannot govern
these areas decently and are, ap-
parently, making no attempt to
do so. Thank goodness there is
plenty of time for this Northern
"threat" to fizzle into nothing-
ness. It is not nice weather
for fighting.

Though the question of the
limitation of naval armaments
has been officially shelved for the
present, there are a number of
individuals who continue to work
in the interests of smaller
navies, international understand-
ing and world peace. The best
known, of course, is Viscount
Cecil, who recently resigned from
the British Cabinet on account of
his failure to reconcile the views
of his colleagues on this question
of naval disarmament with his
own. Almost weekly at Home he
is speaking at meetings, urging
that the Government should be
prepared to relax somewhat from
their declared attitude in the mat-
ter and thus open the way for
further conferences. Another
public man who has the question
of naval disarmament at heart is
Commander Kenworthy, M.P.,
who urges the necessity for Great
Britain to come to a naval agree-
ment with the United States. He
presents some striking naval
facts and figures.

Seventy-five large British pas-
senger liners, he tells us, were
commissioned as cruisers during
the late war. In spite of all our
efforts and the well-organised
Northern Patrol, three German
disguised cruisers escaped into the
Atlantic. They sank 250,000 tons
of British shipping and 39,000
tons of Allied shipping. So much
for attacks by surface vessels
acting as privateers on the trade.
But the German submarines, which
it must be remembered were
only used primarily for trade
attack late in the war, de-
stroyed 7,000,000 tons of merchant
shipping. Our experience in the
late war proved conclusively that
seventy cruisers are inadequate
to guard the British trade routes
against surface raiders alone.
The problem of commerce pro-
tection, Commander Kenworthy is

sure, is insoluble with the navy we
can at present afford, or will be
able to afford during the next
twenty years. It would therefore
be greatly to our advantage, he
concludes, for us to meet the
Americans half way in their de-
mand for the "freedom of the
seas," as President Wilson called
it.

It is surprising how deceptive
are local values in regard to what
was once termed the Noble Art of
Self Defence, now known as box-
ing. This fact is brought vividly
to mind by the recent easy defeat
of Appleton, of the East York-
shire Regiment, which is station-
ed at Tientsin. As we know from
experience, there was not a few
months ago a boxer, Service or
civilian, to approach his class in
north China. Yet he goes to
Shanghai and is knocked out by a
British seaman in an early round.
The game at Home has been run-
ning similarly. Mickey Walker
came from America and battered
Milligan, the British middle-
weight champion, who was heralded
—in Britain—as a world beater.
Johnny Hill came from South
Africa and severely punished
Teddy Baldock, another British
champion. The victor goes to
America—and is defeated in his
first contest by Risko. So are
local values discounted. Phil
Scott, the British heavyweight,
supplies another instance. In
England he meets and beats three
men in one evening. He goes to
the States and is knocked out in-
side a round by Hansen, the big
Dane, who passed through the
Colony some three years ago.
Verily we crow not so heartily
when away from our own midden!

The problem of divorce law re-
form is one that is constantly
cropping up at Home, and all in-
novations in regard to it seem to
attract in a very short while
tremendous opposition from some
source or other. The innovation
restricting newspaper reports of
proceedings, for instance, has
been severely criticised, and the
recent legislation dealing with
this aspect of the problem may
soon be amended. The latest
avenue of reform to be suggested
is the introduction of compulsory
decrees. In a recent petition for
judicial separation, the wife, as
petitioner, proved that her hus-
band was living with another
woman, by whom he had had a
child. Mr. Justice Hill pointed
out that she was entitled to
divorce, but since she declined to
seek it, he could not pronounce
it. The result, he observed,
would probably be the birth of
further illegitimate children. The
wife's retort was that she did not
see her way to giving the thief
(i.e. the other woman) lawful
possession of what she had stolen.
Whilst it is difficult to blame the
wife for her attitude, the judge's
comment remains true. Our law
makes no attempt to break up
adulterous unions, and any act
passed to this end would no doubt
be unenforceable while the
divorce law remains as it is.

STREET TO BE CLOSED.

Notice is given in the "Gazette"
that the Governor proposes to make
an order under the Streets (Alter-
ation) Ordinance, 1923, for the
closing permanently of that portion
of High Street which lies approxi-
mately fifty feet east of Eastern
Street, and the "no motors" sign
near the eastern end of High Street.
Any person objecting to the pro-
posed order must send his objec-
tion in writing to the Colonial
Secretary not later than January 6.
Such objection must state the rea-
sons and specify the property with
regard to the ownership or occupa-
tion of which such objection is
made.

The offices of the Supreme Court
will be open daily from 10 a.m. to
1 p.m. during the Christmas vaca-
tion, except on Monday and Tues-
day, when the offices will be en-
tirely closed, and on Saturdays,
when they will be open from 10
a.m. to noon. The Christmas vaca-
tion commenced to-day and ter-
minates on New Year's Day (both
days inclusive).

FOR ORPHANS.

SCHOOL OF ARTS AND
TRADES.

A LAUDABLE VENTURE.

Mr. V. Bernardini, Superior of
the St. Louis Industrial School, 179,
Third Street, West Point, has is-
sued the following circular:—

We are about to open a "School
of Arts and Trades" at Hong Kong.
We feel sure that you will be in-
terested in this new work under-
taken solely on behalf of orphans
and poor children. Our aim is to
give them not only a Christian, and
therefore moral education, but also
the means of gaining an honest liv-
elihood by teaching them a suitable
trade.

As the work entails heavy ex-
pense, we feel confident that you
will help us by your charitable as-
sistance. We need funds for the
proper equipment of the different
workshops, and for the maintenance
of the orphans.

In many other countries, where
the Sons of Don Bosco have under-
taken this work, we are happy to
say that the results have been more
than gratifying.

We cordially invite you to come
and visit our school, and see for
yourself what, with your support,
we hope ultimately to accomplish
from these humble beginnings.

IN THE ABBEY.

THE FATHER OF ENGLISH
WATCH MAKING.

The fact that the "father of
English watch-making" lies buried
in Westminster Abbey in the
same grave as his apprentice
was mentioned by Mr. H.
Mugford, lecturing to the British
Horological Institute, Northamp-
ton Square, London, E.C., on
"Timekeepers, Old and New."
Thomas Thompson, the father of
English watchmaking, Mr.
Mugford said, was appointed
maker to Charles II., and was
buried in the Abbey in 1713, to
be followed by George Graham,
his apprentice and successor in
the business, which was carried
on in the City.

"Tompson," said Mr. Mugford,
"made the long case clock in
Windsor Castle, which is the
standard timekeeper of England's
most noble palace. It still works
every minute of the day and
every day of the year. Another
specimen of Tompson's fine art is
the world-famous clock in the
Pump Room at Bath." A contem-
porary of Graham in the service
of Tompson, Richard Webster,
made a three-dial regular with
mercurial pendulum, and this
clock was the one originally used
by the B.B.C. to send out time
signals previous to their being
broadcast direct from Greenwich
Observatory. It was extraordi-
nary that the work of these old
English clockmakers should still
give such wonderful service after
a lapse of two centuries.

RUBBER QUOTATIONS.

Messrs. Carroll Bros. have been
advised of the following quotations
on Rubber shares:—

| | |
|-----------------------|-------------|
| Allenbys | 3.20 |
| Ayer Panas | 12.00 |
| Colinsburgh | 4.30 |
| Glencalles | 3.10 |
| Indragiris | 11.75 |
| Jerama | 1.80 |
| Jimha | 2.85 |
| Kedahs | 4.30 |
| Lunas | 3.30 |
| Malaka Pindas | 2.75 x.d. |
| Pajamas | 2.70 x.d. |
| Dividends:—Malayan | Collieries, |
| 3rd. Int. of 7 1/2 %. | |

Dr. F. Thompson has been ap-
pointed a member of the Dental
Board, with effect from December
21.

Hong Kong's declaration that in-
fectious disease was prevalent at
Batavia, made on Dec. 9, has been
rescinded.

Lt. F. Syme Thomson of the
Hong Kong Volunteer Defence
Corps has been promoted to the
rank of Captain with effect from
Dec. 16, says the "Gazette."

Under the Printers and Publish-
ers Ordinance, the Secretary for
Chinese Affairs has been appointed
as Registrar of newspapers and the
Registrar of Supreme Court as De-
puty Registrar.

H.E. the Governor has given his
assent, in the name and on behalf
of H.M. the King, to the following
Ordinances passed by the Legisla-
tive Council (all of 1927):—

No. 25.—to regulate the printing
of newspapers and the keeping and
use of printing presses.
No. 26.—to amend the Prisoners
Ordinance, 1899.
No. 27.—to amend further the
Volunteer Ordinance, 1920.
No. 28.—to amend the Railways
Ordinance, 1909.

P'RAPS-P'RAPS NOT!

You'll be glad when Yule-tide is
o'er!

Willie: Pa's been to the races,
hasn't he?
Ma: Yes, Willie; but how did you
find out?
Willie: Me money-box won't
rattle.

He had been fishing out in the
river all the morning without any
luck, when he was approached by
his mates in another boat.

"Where are all the fish you said
you'd bring home for dinner?"
yelled one.

"Down there," he answered,
gloomily pointing down in the
water.

"What a nuisance!" said Fred-
die's father. "This saw I bought
yesterday is no good—it would not
cut butter."

"Oh, yes, it would, dad," said
Freddie. "I cut a brick right in
half with it this morning!"

Small Boy: Come on! Shake
hands; and let's be pals again, or
I'll knock your bloomin' head off.

The inspector had put the pupils
through a stiff examination, in
which they gave every satisfaction.
Then he proceeded to ask a few
questions.

"Can you finish this proverb?"
he asked a diminutive youngster:
"People who live in glass houses—"
Bewildered was on the child's
face, but after a short interval he
answered: "People who live in glass
houses can't 'ave a barf!"

Teacher: Willie, what is zinc?
Willie: The French pronuncia-
tion for "think" miss!

Customer (entering a fish shop):
Throw me four fish.
Fishmonger: Why throw them?
Customer: I want to tell my wife
I caught them.

Waitress: Waiting sir?
Dad: Yes, "I think I will have
one of those Eskimo pies and a cup
of tea!"

Mrs. Mopps: Here's your hus-
band coming up the street, smiling.
Mrs. Topps: Oh, he couldn't have
got the job he went after.

The stockbroker dashed into his
office and locked the door.
"Where can I hide? he gasped.
"The police are coming."
"Get into the simplified card-in-
dex case," said the head clerk. "I
defy anyone to find anything
there."

A farmer on his first visit to
the city saw the electric advertise-
ments changing every few seconds.
"By gosh," he said, "they do work
fast here. Every time I look at
that sign the building belongs to
someone else."

Teacher: Johnny, suppose you
had 10 apples and 10 oranges, and
gave nine-tenths of them to some
other little boys, what would you
have?

Johnny: I'd have my head ex-
amined.

Aunt: "And were you a very good
little girl at church this morning
Millie?"
Millie: "Oh, yes, aunty. A man
offered me a big plate full of money,
and I said: 'No thank you.'"

Poor's Wife: Wake up! There
are burglars in the house.
Poor's Wife: What of it? Let
them find out their mistake them-
selves.

Porter: How would you like to
sleep—head first or feet first?
Voyager: If it's all the same to
you, I'll sleep all at the same time.

Tillie: What would you call a
man that hid behind a woman's
skirts?
Willie: An acrobat.

Alf, finishing his prayers: "And
please tell Santa Claus to send me
a motor."

His Sister: Why ever did you say
that?
Alf (winking): Grandma's over
in the corner pretending to be
asleep.

Mrs. Higgins was in the dock.
She was charged with assault and
battery, and the recipient of her
unkind attentions was none other
than the husband whom she had
promised to love, honour, and obey
until death did him from her part.
"So you broke an umbrella over
your husband's head?" said the
magistrate. "What have you to
say?"
"It was an accident, sir," replied
the accused.
"How could it be an accident?"
asked the magistrate.
"Well, sir," explained the guilty
party, "I didn't mean to break the
umbrella."

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Whisky—a perfect blend of the best products
of all the best Scotch distilleries' best years.

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LOCAL AND GENERAL, SOCIAL AND PERSONAL.

Mr. H. A. Barrett, director of several rubber companies, has returned to London from an enjoyable holiday in Corsica.

Mr. William Stewart, of the Britannic Textiles Company of Manchester, returned to Shanghai from a business trip to Hong Kong.

A message received in Shanghai from Talyuanfu, Shanxi, states that all is quiet there and that the town has never been bombed by aeroplanes.

Mrs. Mabel Kirk, the wife of the British Consul at Swatow, died on a voyage home from China in the P. and O. liner "Malwa." The body was buried at sea.

A lantern lecture in Westminster Chapel, Buckingham-gate, S.W.1, entitled "Through Jade Gate at Central Asia," was given by Miss Mildred Cable on Dec. 1.

Miss Ruth Elder, the American Atlantic flier, is to appear on the variety stage for 100 days in New York, Washington, Baltimore, and elsewhere at a salary of \$200 a day.

Hunting in the New Forest has been stopped as the result of foot-and-mouth disease on premises about six miles apart at Totton, near Southampton, and at Minstead, Lyndhurst.

The Chinese police, long deprived of their arms, received a further consignment last Thursday. According to the Chinese newspapers, it comprised 100 pistols, 10,000 rounds of ammunition and 130 rifles.



Senator William M. Butler, of Massachusetts, Chairman of the Republican National Committee.

At a meeting of the creditors of Mr. Henry Thomas Hart Spratt, of 104, Charing Cross Road, W.C., in Bankruptcy Buildings, Carey Street, W.C., it was stated that it was his fourth failure.

At a dinner given at the Savoy on Nov. 18 by the Eastern Bank in honour of the King of Iraq, Mr. J. S. Haskell presided, and among the guests were Major-General Sir Neil Malcolm, K.C.B.

The greyhound racing track at Shanghai is to be managed by Major Duncan Campbell, who married Lord Barnby's daughter, and is a cousin of Lord Cawdor. He has just sailed for China.

According to the Chin Kuo News Agency, the Shanghai Defence Commissioner last Saturday issued a circular notice to his subordinates commanding them to dissuade peasants and labourers in this locality from going on strike at the present time and warning them that if they do they will be severely dealt with.

The War Office is drafting conditions it is ready to observe regarding the use of the Surrey commons for military training operations. It is understood that the War Office is prepared to schedule certain portions particularly liable to damage as "out of bounds" to mechanical vehicles, and that it will also schedule areas upon which camps may not be erected.

As a result of a petition submitted to the Japanese Consulate-General by the N.K.K. in connection with the unlawful detention of the steamer "Zai Yang Maru" by the Wosung Forts, Mr. S. Yada, Japanese Consul-General, addressed a formal note of protest to the headquarters of Wosung and Shanghai Defence Force, states a Japanese newspaper.

Visitors to the office of the Clerk of the American Court for China of late have missed the face of the obliging Mr. I. T. Kenake, Assistant Clerk of Court. Mr. Kenake, it is learned, is very ill at his home at 402 Avenue Foch. His condition, it was stated by Mrs. Kenake, improved slightly, but he will be confined to his bed for at least ten days more, upon orders of his family physician, Dr. Blumenstock. Mr. Kenake is suffering with a severe attack of influenza and has been ill for

Mme. J. Barraud has returned to Shanghai from France.

H.M.S. "Hollyhock" has sailed from Shanghai for Hong Kong.

It is rumoured in Chinese circles that the Soviet were busy moving troops into Mongolia.

Ataman Semenov, with his wife and two children and his Japanese adviser, left Shanghai on the s.s. "Nagasaki Maru" for Japan.

The Hon. Treasurer of the Shanghai Hebrew Relief Society and Jewish Women's Benevolent Society begs to acknowledge with many thanks the receipt of \$1,000 from the Shanghai Race Club.

The hearing of the case in which James Christie and Christopher Blum are charged with conspiracy to export money was again adjourned at the Central Magistracy yesterday. An application that accused be allowed to go to Kowloon to fetch clothing was refused.

Among former Shanghai and Peking residents to leave for America, their destination being McNeil's Island Penitentiary, were Henry F. Krenz (for five years) and G. S. Gawne (for 366 days). They were placed in custody of the ship's captain, who will hand them over to Federal authorities.

A Chinese constable who was brought before the Provisional Court, charged with having facilitated the escape of several prisoners who were handed to his charge to take to the police station, was sentenced to a year and eight months imprisonment by Judge Li and Mr. Burdett.

A huge counterfeiting clique operating in North Borneo is filling the southern Philippine Islands with bogus five-peso bills, according to reports received in Manila. Samples of the bills, which are found to be circulating in abundance in Jolo and other portions of Moroland, are already in the hands of the authorities, and an investigation is under way.

Formal announcement has been made by the Shanghai Commissioner of Police that suitable rewards will be paid for the arrest and conviction of persons guilty of:—murder, armed robbery, armed kidnapping, possession of arms for an unlawful purpose, demanding money by sending threatening letters, causing strikes, labour agitation, and communist activities.

The Right Rev. Howard H. Temple, who was recently ordained grand exalted bishop of the First Apostolic Church of America, has failed to convince the police that two bottles of whisky found in his room at a hotel were sacramental wine. The manager of the New York hotel had caused the bishop's arrest on another charge. His room was searched, and the two bottles were found hidden under his bed. Bishop Temple declared indignantly when confronted with them that they were sacramental wine to be used for Church purposes.

A Chinese who was described as a "specialist" in stealing typewriters, was presented for trial at the Provisional Court. Complainant in the case was Mr. Clover, with an office at 8A Yuen Ming Yuen Road, Shanghai, whose portable Remington typewriter, valued at \$130, accused was charged with stealing. A second charge, of stealing two typewriters valued at \$425 from the offices of G. D. Litchfield and Co., 20 Museum Road, was also preferred against the accused. "I know I have a bad record," accused said to the judge, "but I have repented and now I am working in a sweet store." He was remanded for further inquiries.

An estimated expenditure of \$328,500 is revealed in a letter from the London County Council to the Islington Borough Council dealing with the projected enlargement of the tramway subway between Southampton-row, W.C., and Victoria Embankment. It is claimed that the substitution of double-deck for single-deck tramway cars on the tunnel route, and the through running of cars between north and south London, would show a net financial advantage from increased receipts of \$12,600 a year. It is also claimed that, in the event of future scrapping of tramways, the tunnel under Aldwych and Kingsway would form a valuable alternative traffic route.

The death of M. Edouard Gustave Bunge, the well-known banker and business man, of Antwerp, took place there on Nov. 18. He did much for the prosperity of Antwerp and the economic expansion of Belgium. M. Bunge joined his father's firm of Messrs. Bunge and Co. in 1878, and later, at the request of King Leopold II, he organised and established commercial relations between Belgium and the Congo. He early recognised the possibilities of rubber cultivation in the Middle East, and took a leading part in the formation of a number of rubber estates. He was President of the Societe de Plantations de la Belgique, which was the medium through which the plantations were made. Bunge House, in St. Mary Axe, where the company is represented in London, was named after him.

"Johore in 1926" is the subject of a paper read before the Royal Geographical Society on Dec. 19 by Captain S. W. Kirby.

Mr. C. G. Riem, states the "Gazette de Hollande" has been temporarily placed in charge of the Dutch Consulate at Amoy.

Before the Royal Geographical Society on Dec. 12, Dr. Vaning Meinesz read a paper on "Gravity Survey by Submarine via Panama to Java."

The Siamese Minister and Sir E. J. Kadoorie were among the guests at a reception held by Mr. Daly Stanford on Nov. 16 at the Ritz Hotel.

The Barnsley boxer, Dick Roughley, who was knocked out at the Leeds National Sporting Club died in hospital at Leeds without recovering consciousness.

Mr. J. R. Clynes has repudiated statements that the National Union of General and Municipal Workers had "poached" members from the Miners' Federation.

Owing to the Christmas holidays, the British Official Wireless Service will be discontinued on December 24, 25, 26 and 27. The service will be resumed at noon on Wednesday, December 28.

At the last meeting of the Council of the Royal Colonial Institute the following were elected:—Mr. Louis H. King, Hong Kong, and Mr. Warren S. Dyer, A.M.I.E.E., Shanghai.



William A. Oldfield, of Alabama, Secretary of the Democratic National Committee.

The late Mr. Charles Edward Holworthy, of Cannon-place, Hampstead, late Commissioner, Chinese Imperial Customs Service, left £25,303, net personality £23,382.

The Japanese Ambassador, the Siamese Minister and Viscountess Ellbank were among the guests at an at home given by Lady Chamberlain at the Foreign Office on Nov. 22.

M. A. F. Joffe, who committed suicide in Moscow on Nov. 17, was in 1922 appointed Soviet Ambassador to Peking, and in this capacity took part in the negotiations between Japan and the U.S.S.R. in 1923.

The wedding took place yesterday at the Union Church of Miss Clarita Maria Christiana Wilkens, daughter of Mr. Christian Alfred Wilkens and Mrs. Clarita Wilkens, of Bremen and Baranquilla, and Mr. Gerd Otto Broetje of Melchers & Co., Hong Kong.

In connection with the strike among employees of Chinese clothes shops, the "China Times" reports that on Saturday morning an agreement was signed between the strikers and their employers after which work was resumed. This agreement applies to clothes shops both in and out of the foreign settlements.

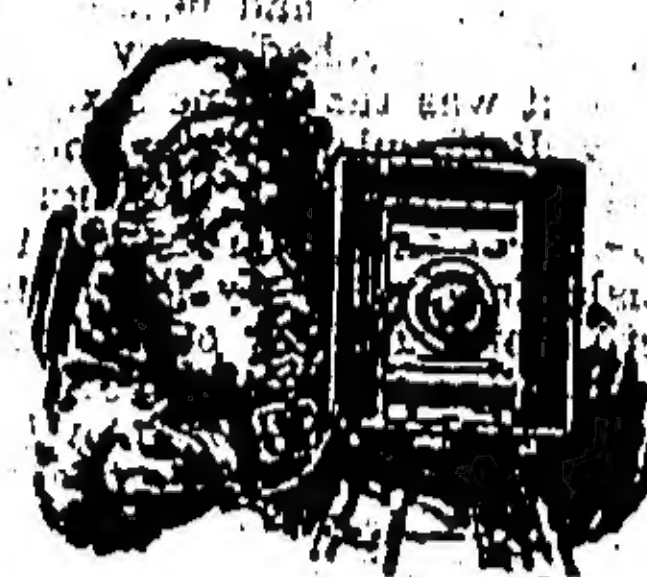
Mr. I. S. Volkoff, described by the Russian newspapers as the "Sherlock Holmes of Harbin," is reported to be in Shanghai and is writing a book on his long experience with criminals entitled "Criminals of the Far East." The book will be published in English and Russian. Mr. Volkoff was formerly Chief of Criminal Intelligence at Harbin.

It is reported that acting upon instructions from the Ministry of Foreign Affairs, Mr. Que Tai-chi, Special Commissioner of Foreign Affairs for Kiangsu, has lodged a protest with the local Japanese and American Consular authorities for transmission to their respective Ministers in Peking, against a reported secret understanding between the Peking Government on one side and Japan and America on the other regarding the settlement of the dispute over radio rights.

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SPORTS

HOLIDAY SOCCER.

MATCHES FIXED FOR THREE DAYS.

CHARITY CUP GAMES.

As announced yesterday the soccer programme for the holidays is as under:—

TO-DAY.

Division I.
Kick off 4 p.m.
Queen's Regt. v. S. China, Chatham Road. Referee, S. Sgt. Gilbert.
Division II. "A."
Kick off 2.30 p.m.
R.A. v. H.K. Club, Sookumpoo ground. Referee, Pipe Major MacKie.
China Ath. v. Kowloon, Kowloon P.C. ground. Referee, Capt. Austin M.C., M.M.

Division II. "B."

Kick off 2.30 p.m.
Scouts v. S. China "A," South China ground. Referee, Mr. Presley.
Interpret Trial.
Kick off 3.45 p.m.
Selected Team v. Navy, H.K.F.C. ground. Referee, Sgt. Hyson. Linesmen, Messrs. Barber and Smith.

"Sunday Herald" Charity Cup.
Monday, December 26, H.K.F.C. ground at 3.45 p.m.:—
Scotland v. Portugal. Referee, Mr. Smith; linesmen, Messrs. McCubbin and Lawrence.
Tuesday, December 27, H.K.F.C. ground at 3.45 p.m.:—
England v. South China. Referee, Mr. Barber; linesmen, Messrs. Baldwin and Ip Kau.

LOCAL CRICKET.

LIST OF HOLIDAY MATCHES.

The following is the list of matches for the Christmas holidays:—

TO-DAY.

League: Division I.
Civil Service v. University.
Division II.
Royal Navy v. Kowloon C.C. University v. H.K. Electric R.C. Friendly.
Hong Kong Cricket Club—Married v. Singles.
Kowloon C.C. v. Royal Navy (1st day).

MONDAY.

Hong Kong C.C. v. Army (1st day).
Kowloon C.C. v. Royal Navy (2nd day).
H.K. Electric Co.—Local Staff v. European Staff, Indian R.C. ground. Craigengower—Married v. Single.

TUESDAY.

Hong Kong C.C. v. Army (2nd day).

Tennis in U.S.A.

HOME TRIO DEFEATS FRENCH.

Philadelphia, Yesterday.
The United States made a clean sweep of three matches against visiting French tennis players, Borotra, Brugnon and Boususs, who are on a world tour.
Tilden beat Borotra 7-5, 6-4; Manuel Alonzo, who now plays for America, beat Brugnon 12-10, 3-6, 6-1, and Tilden and R. N. Williams beat Borotra and Boususs 7-5, 6-4.
The matches were played on indoor courts.—Reuters' American Service.

HOLIDAY GOLF.

STARTING TIMES AT FANLING.

CHRISTMAS DAY.

| | |
|-----------|--|
| 9.24 a.m. | R. M. Smith and H. F. Bloxham. |
| 9.28 " | W. N. Fleming and F. Taylor. |
| 9.32 " | F. M. Ellis and J. Kennedy. |
| 9.36 " | A. Leach and N. K. Littlejohn. |
| 9.40 " | D. J. Lewis and H. G. Sheldon. |
| 9.44 " | A. Morley and A. R. Cox. |
| 9.48 " | F. G. Fowle and H. Rogers. |
| 9.52 " | H. G. Hegarty and A. Sommerfelt. |
| 9.56 " | E. Davidson and G. Davidson. |
| 10.00 " | Sir J. H. Kemp and E. R. Hallifax. |
| 10.04 " | W. J. Gardiner and J. F. Cameron. |
| 10.08 " | W. Beveridge and K. S. Morrison. |
| 10.12 " | F. J. Mahon and C. L. Shank. |
| 10.16 " | H. R. Sturt and W. A. Butterfield. |
| 10.20 " | R. H. Hollis and F. A. Merry. |
| 9.24 " | W. Beveridge and R. P. Moodie. |
| 9.28 " | T. D. E. Pendered and T. L. Christie. |
| 9.32 " | R. Young and D. J. Gilmore. |
| 9.36 " | J. C. M. Smith and Capt. Ashby. |
| 9.40 " | H. R. Sturt and H. E. Standage. |
| 9.44 " | D. G. Bruce and J. Cameron. |
| 9.48 " | M. M. Maas and J. M. Norrie. |
| 9.52 " | W. Ironside and K. S. Robertson. |
| 9.56 " | R. M. Smith and L. G. S. Dodwell. |
| 10.00 " | P. P. J. Wodehouse and E. R. Hallifax. |
| 10.04 " | E. Davidson and E. Potter. |
| 10.08 " | H. A. Mills and E. P. Streetfield. |
| 10.12 " | W. L. Dunbar and R. M. Finlayson. |
| 10.16 " | W. C. Barber and K. S. Morrison. |
| 10.20 " | S. A. Arthur and H. W. Kilby. |
| 10.24 " | F. H. Swayne and N. H. Procter. |
| 10.28 " | A. D. Humphreys and D. Forbes. |
| 10.32 " | H. D. Browne and A. Brearley. |
| 10.36 " | W. A. Butterfield and B. D. Beath. |
| 10.40 " | T. C. Monaghan and S. T. Butlin. |
| 10.44 " | H. G. Hegarty and A. Sommerfelt. |
| 10.48 " | E. C. Frederick and J. Thomson. |
| 10.52 " | J. H. Raikes and J. H. M. Andrew. |
| 10.56 " | W. C. Clark and A. R. Cox. |
| 11.00 " | A. B. Raworth and F. Syme Thomson. |
| 11.04 " | J. D. H. Crawford and A. Ritchie. |
| 11.08 " | T. Low and N. K. Littlejohn. |
| 11.12 " | F. H. Cowherd and W. Stewart. |

(Continued at foot of next Column.)

INSTONE BANK.

OFFICIAL OPENING FIXED FOR WEDNESDAY.

THE CORPORATION'S AIMS.

On Wednesday, from ten o'clock to noon, the Instone Banking Corporation, Limited, will hold their official opening ceremony.

This institution is a Trustee Bank on lines familiar to the United States but hitherto untried in Hong Kong. They do not engage in commercial banking, but sum up the scope of their activities as follows:

"We endeavour to encourage savings, but our principal aim is to protect and improve the financial interests of our patrons by assistance ranging from impartial advice to the entire management of their financial affairs."

This bank has been functioning since May of this year but the official opening has been delayed to permit of expressions of opinion from all parts of China. As a result it is now evident that Peking, Nanking, and Canton can find a common ground for approval of the Bank's aims; letters to that effect having been received from Chambers of Commerce, political officials, and outstanding merchants. Mr. Li Yuan-hung, formerly President of the Republic of China, has presented the Bank with a silken scroll suitably inscribed for the occasion of the official opening.

Mr. Instone Brewer, the President of the Bank, formerly practised here as a barrister. Mr. Kwik Djoen-ong (the "Sugar King") is the Chinese President of the Bank, and Mr. Tsang Foo, Mr. Lee Yuk-tin (formerly Commissioner of Currency to the Peking Government) and Mr. Cho Sing-cho are among the Hong Kong Directors.

11.16 "A. J. Frank and F. M. Ellis.

Tuesday, December 27.

9.24 "J. H. Raikes and R. A. Green.

9.28 "F. Syme Thomson and T. G. Weill.

9.32 "W. L. Dunbar and A. Leach.

9.36 "R. M. Smith and L. G. S. Dodwell.

9.40 "S. A. Arthur and E. C. Frederick.

9.44 "J. M. Norrie and N. K. Littlejohn.

9.48 "H. Graves and G. H. Bell.

9.52 "A. Piercy and J. Thayer.

9.56 "W. Stewart and T. Low.

10.00 "E. Davidson and E. R. Hallifax.

10.04 "H. G. Hegarty and A. Sommerfelt.

10.08 "H. R. Sturt and W. A. Butterfield.

10.12 "T. L. Christie and K. S. Morrison.

10.16 "J. T. McPherson and C. W. Jeffries.

10.20 "F. H. Swayne and N. H. Procter.

10.24 "W. K. Tait and J. Cameron.

10.28 "T. S. Whyte-Smith and W. Ironside.

10.32 "W. M. Lyons and H. E. Standage.

10.36 "W. Beveridge and J. H. M. Andrew.

10.40 "Major F. Hogg and F. M. Ellis.

10.44 "J. Middleton Smith and Capt. Ashby.

"SCREENNEWS."

NOTES & COMMENTS FROM THE FILM COLONY.

AMONG THE STARS.

[By "The Hollywood Boulevardier."] Lon Chaney's latest picture for Metro-Goldwyn-Mayer, hitherto known as "The Hypnotist," is to be released under the title, "London After Midnight." It concerns a Scotland Yard detective who employs a variety of disguises to fathom a bizarre mystery. The production was directed by Tod Browning.

Edmund Goulding is making a film version of the celebrated musical comedy, "Rose Marie," for M-G-M. Joan Crawford, who takes the leading part, has already left with the rest of the company for the Yosemite Valley, where the exterior scenes for the production are to be taken.

The world premier of Universal's super attraction, "Uncle Tom's Cabin," took place on November 5 at the Central Theatre in New York. There was a full attendance, including many notable personages. Press reviews in the metropolitan papers all place the picture in high esteem. Credit goes to the director, Harry Pollard, and all members of the cast, which includes such famous names as James B. Lowe, Virginia Gray, George Seigmann, Margarita Fisher, Eulalie Jensen, Arthur Edmund Carewe, Jack Mower, Mona Ray, John Roche, Lucien Littlefield, Vivien Oakland and Gertrude Astor.

George Kibb Turner's story, "A Ride in the Country," is to be produced by Pathe-De Mille, and will be renamed, "Walking Back," with Vera Reynolds in the principal part. William K. Howard will direct.

Glenn Hunter, who starred in "Merton of the Movies," "West of the Water Tower," and other big Paramount pictures, is now in New York playing in "Behold This Dreamer," a new play by Fulton Oursler and Aubrey Kennedy.

George Bancroft's first stellar subject is to be a story of the oil fields, entitled "Honky Tonk," an adaptation of Houston Branch's play, "The Wild Cat." Most of the action takes place in Tampico, Mexico.

First National Pictures will make a film version of Warner Fabian's novel, "Sailor's Wives," with Mary Astor and Lloyd Hughes in the leading roles.

Mack Swain, the portly comedian who made good in Charlie Chaplin's "The Gold Rush," has been added to the cast of "Gentlemen Prefer Blondes."

Ernst Lubitsch is to direct Emil Jannings in a picturisation of Merejkowski's "Paul the First." These two celebrities have not been together since the days of "Passion," which was made in Germany, and featured Pola Negri.

Famous players are now busy with the strenuous job of casting for "Abie's Irish Rose," by Ann Nichols. It has been announced that Victor Fleming will direct, and that among the players will be J. Farrell Macdonald, Jean Hersholt, Fay Wray and Charles "Buddy" Rogers.

Herbert Brenon, the man who made "Peter Pan," "Beau Geste," "The Little French Girl" and other fine photoplays, has gone on a vacation trip to Bermuda.

What promises to be just as popular as the Beery-Hatton comedy team is the Chester Conklin and W. C. Fields combination. Famous Players announce that their first vehicle will be called "Two Flaming Youths."

Following the completion of "The Spotlights," Esther Ralston is to act in "The Jazz Orphan," which is based on a special screen story by Doris Anderson.

Douglas Fairbanks' latest picture, "The Gaucho," is nearing completion. Playing opposite "Doug" is a new find from Mexico, Lupe Valez, and if studio reports are to be trusted, she is "hot stuff." It is rumoured that Doug may be going to Japan after his picture has been released.

Paul Stein, who made his name as director with UFA in Berlin before he came to this country, has just signed a new contract with the De Mille-Pathe organization for a period of three years. Mr. Stein has just finished "The Forbidden Woman," with Jetta Goudal.

William T. Tilden, the champion tennis player, has been engaged by Cecil B. De Mille to appear in Elmer Clifton's production of "Gallagher," by Richard Harding Davis. He will play the

RACE MIXTURE.

KIPLING'S FAMOUS DICTUM CRITICISED.

"NOT DREADFUL."

One of the most horrible sentences ever penned, in Professor Griffith-Taylor's opinion, is that of Kipling's: "East is East and West is West, and never the twain shall meet." In a lecture on "Problems of the Far East" given in Sydney, Professor Griffith-Taylor, with the help of lantern slides, gave a rapid ethnological survey of the coloured races bordering on the Pacific, and indicated their domestic and international problems. The root of all the problems, he said, was the need for elbow room.

There were 800,000,000 human beings on the earth in 1800, and 100 years later that figure had doubled. One-ninth of the world's population was coloured and was governed by coloured people, one-third was composed of white races who governed themselves, and the remaining five-ninths consisted of coloured races living under the rule of white peoples. Friction and a large measure of discontent were the inevitable result.

The consequences of a mixture of races were not as dreadful, the lecturer went on to say, as people generally supposed. There was an extraordinary mixture of races in Hawaii, and yet the people there lived in pretty well as much harmony as people lived elsewhere. Some remarkable ethnological truths were being learned by a study of the people of Hawaii, not the least important being the fact that the half-caste Hawaiian and Chinese were superior intellectually and socially to either parent. He had seen in a Hawaiian school a girl whose blood was a mixture of Hawaiian, Chinese, German, Norwegian, and Irish inheritances. Yet judged by European standards, the girl was of quite average type, morally, socially, and intellectually.

Racial problems of the Pacific, Professor Griffith-Taylor declared, should not be left to untrained minds of alarmist tendencies, but should be dealt with by trained ethnologists who were capable of unbiased judgments and able to sift the truth. The problems were of vital importance to Australia, for they lay at her doors, he said, and proceeded to show a slide illustrating the distribution of population in Eastern Asia, and indicating a small proportion in the regions having a hot climate. "If the Chinese can't populate such a region," he remarked, "I don't see how Australians are going to populate similar regions in Australia."

A MAN OF PARTS.

POST FOR A SERGEANT MAJOR.

There is a vacancy under the Fulham Council for an official to supervise those costers in North End Road who are affected by the new Street Trading Act. When the matter was discussed by a committee of the Council it was stated the official would have to be:

Something of a lawyer;
Something of a sanitary inspector;

Able to use his fists.
The committee have decided to look for an ex-regimental-sergeant-major.

Sir F. F. Liddell has been appointed chairman of a Treasury Committee, to codify the law relating to income-tax and to simplify its expression.

By 66 votes to 64 the Irish Free State Government was defeated on Captain Redmond's motion for a Commission to inquire into the circumstances of ex-Servicemen.

Part of an assistant city editor. Others in the cast are Junior Coghlan, Elinor Faire, Harrison Ford, Wade Boteller, Ivan Lebedeff and E. H. Calvert.

June Collyer, the pretty young actress from New York, is to be seen in the feminine lead of an ambitious Fox production called, "Grandmother Bernie."

Lois Moran and Edmund Lowe have finished work on "Publicity Madness" for Fox, and the former is now on a two-weeks' holiday in Texas.

The Hollywood rocking-chair chorus are telling everybody how Constance Talmadge and Buster Collier are going together. It will be remembered that only quite recently Constance was divorced from Captain Alastair Mackintosh—and now they are talking about another marriage already! Both of them are now resting between pictures.

HONDURAS.

THE CINDERELLA OF THE EMPIRE.

Mr. W. Harrison Courtenay, at a large meeting in the Smoking Room of the Colonial Institute delivered an address, illustrated by lantern slides, on "British Honduras." Mr. W. L. Bennett, who spent some eleven years in the Colony, was in the chair.

The lecturer, having pointed out that after over two centuries of British occupation, British Honduras is little known in the United Kingdom, and is certainly one of the most backward and undeveloped in the whole Empire, expressed his pleasure that the Government has at last realised the necessity of advertising the Colony. The present Governor is pursuing this policy with vigour, he himself being one of its best advertisers. Once the world was told of what British Honduras offered, Mr. Courtenay felt that its future prosperity was assured. Therefore he welcomed the opportunity of addressing a meeting of the Fellows of the Institute, and giving them some idea of the Colony, its conditions, both climatic and economic, and its resources. He mentioned that since Baron Blisse's munificence to British Honduras had become known, an American millionaire had purchased one of the coral islets, which he proposes to fit out as his summer home. Mr. Courtenay described the forest resources at some length: the banana industry now dwindled down to practically nothing owing to Panama disease; the grape-fruit industry still in an embryonic stage, but rapidly gaining ground; and the ruins of the ancient Maya civilisation amid which one could hear the language spoken by descendants of that wonderful race much as it was spoken twenty centuries ago.

Economic development was retarded by the want of proper roads and railways. The relatively small valley, the Stann Creek, has been made accessible by a railway of about 25 miles in length. Public roads are mostly not much more than muddy cow trails. The much discussed proposal of a line from Belize westward to the Cayo and thence into the Peten district of Guatemala would open up the Belize River Valley and the Sibun Valley, and tap a large area of mahogany forest. Sir John Burdon is determined to see this line laid down, and Mr. Courtenay thought they might confidently hope for its completion in the not distant future. With its almost inexhaustible timber forests and its rich fertile soil, British Honduras, he said, offered adequate reward for adequate efforts. Given capital and population of the right kind, it was safe to predict that within a few years Great Britain would have reason to be proud of the phenomenal development and progress of this Cinderella of the Empire. He would carry away the happiest recollections of his visit to England, and in conclusion he said, "With open arms we bid you 'Come over and help us.'"

An interesting discussion followed in which the Chairman, Colonel G. N. Rhys Jenkins, the Rev. J. Broadbent and others took part, and several questions were asked. Cordial appreciation of the lecture was expressed by all present, and a hearty vote of thanks to Mr. Courtenay, moved by Mr. Edward Salmon was carried by acclamation.

JAMAICA PRAISED.

WAR CONTRIBUTION A HEAVY BURDEN.

Major J. E. Boose, on his arrival in Jamaica, was promptly interviewed by the "Gleaner." He expressed his pleasure at finding so many British people now visiting Jamaica and other parts of the Empire. Such visits could only tend to encourage the spirit of unity and solidarity "which was the result of knowledge." Major Boose threw out a suggestion which is likely to attract attention. He said: "One thing had, however, struck him with great force, as a gesture which reflected the greatest credit upon Jamaica. It was this: At the beginning of the Great War, Jamaica had generously come forward and taxed herself at £60,000 a year as a donation to its expense. This was a heavy burden on a small country. But the time had arrived when it would be a graceful act on the part of the Government of the United Kingdom to relieve Jamaica of that annual donation." The United Kingdom could afford to do so. Of course it was not suggested for one moment that Jamaica felt any regret at contributing annually this amount. Her offer was spontaneous; it would be kept as every promise made in such a spirit should. But it would be a fine act for the Motherland to say: "You have done enough and your offer has been appreciated at its true worth; but we think we can forgo the payment of the remainder."

Mr. J. A. S. Jennings, Editor and Managing Director of the "Times of Malaya," is at present at home on holiday.

EXCHANGE.

TO-DAY'S QUOTATIONS.

On London:—
Bank wire 2/- 1/4
Bank on demand 2/- 5/16
Bank 30 day's sight
Bank 4 months' sight 2 1/2
Credits 4 months' sight 2 1/4
Documentary 4 months' sight 2 1/8

On Paris:—
On demand 1255
Credits 4 months' sight 1330

On Berlin:—
On demand
On New York:—
On demand 49%
Credits 60 days' sight 51

On Bombay:—
Wire
On demand 134
On Calcutta:—
Wire
On demand 134

On Singapore:—
On demand 86 1/2
On Manila:—
On demand 99 1/2

On Shanghai:—
On demand 78 3/4
30 day's sight (private paper) 26 1/2

On Yokohama:—
On demand 106
Gold Leaf, 100 fine (per tael) 26 1/2

Sovereigns (Bank's buying rate) 9.55
Silver (per oz) 26 1/2
Bar Silver in Hong Kong 2% prem.

Chinese Copper Cash nom. Chinese Copper Cents 6% prem

Rate of Native Interest 7% p.a.

Chinese Sub. Coin 26% dis.

Hong Kong Sub. Coin par.

LONDON EXCHANGES.

London, Yesterday.

| | |
|----------------|------------|
| Paris | 124 |
| New York | 4.88 11/32 |
| Brussels | 34.90 |
| Geneva | 20.25 |
| Amsterdam | 12.07 1/2 |
| Milan | 92 1/2 |
| Berlin | 20.48 |
| Stockholm | 18.07 |
| Copenhagen | 18.20 |
| Oslo | 18.34 |
| Vienna | 34.62 1/2 |
| Frankfurt | 164 1/2 |
| Hamburg | 193 1/2 |
| Madrid | 20.10 1/2 |
| Lisbon | 2 7/16 |
| Athens | 366.5 |
| Bucharest | 790 |
| Rio | 5 15/32 |
| Buenos Aires | 47 1/2 |
| Bombay | 1/6 1/16 |
| Shanghai | 2/7 |
| Hong Kong | 2/0 1/4 |
| Yokohama | 1/10 23/32 |
| Silver Spot | 25 1/2 |
| Silver Forward | 25 1/2 |

—British Wireless Service.

ARSENIC ON APPLES.

SCARE WHICH COST £250,000.

Figures showing the heavy loss to British fruit traders, following the scare when it was reported that the trees from which certain foreign apples came had been sprayed with arsenic, were quoted before a Committee of Inquiry, at the Ministry of Agriculture on Nov. 16. The Committee had before them an application by Canadian and New Zealand fruit-growers, for an order under the Merchandise Marks Act, requiring the marking of imported fresh apples and pears.

Mr. Walter George Greenwood, on behalf of the National Federation of Fruit and Potato Salesmen, opposed the issue of any order for marking on importation, on the ground that it would involve delay. Anything which caused delay meant trouble and loss to the traders. It was found in the case of Spanish tomatoes, which had to be marked, that one day's delay meant the tomatoes lost half their value. "I went all through the arsenic trouble," he said. "The doctors at the Ministry of Health were most anxious to help, but we could not stop the local inspectors. They wanted to show they were as clever as the doctors in detecting arsenic. Fabulous sums were lost over that. I don't think I am wrong in saying British houses lost £250,000 over the arsenic trouble."

Mr. S. C. Manhire, representing the New Zealand Fruit Board, asked what was the average time taken to unload a cargo of apples.

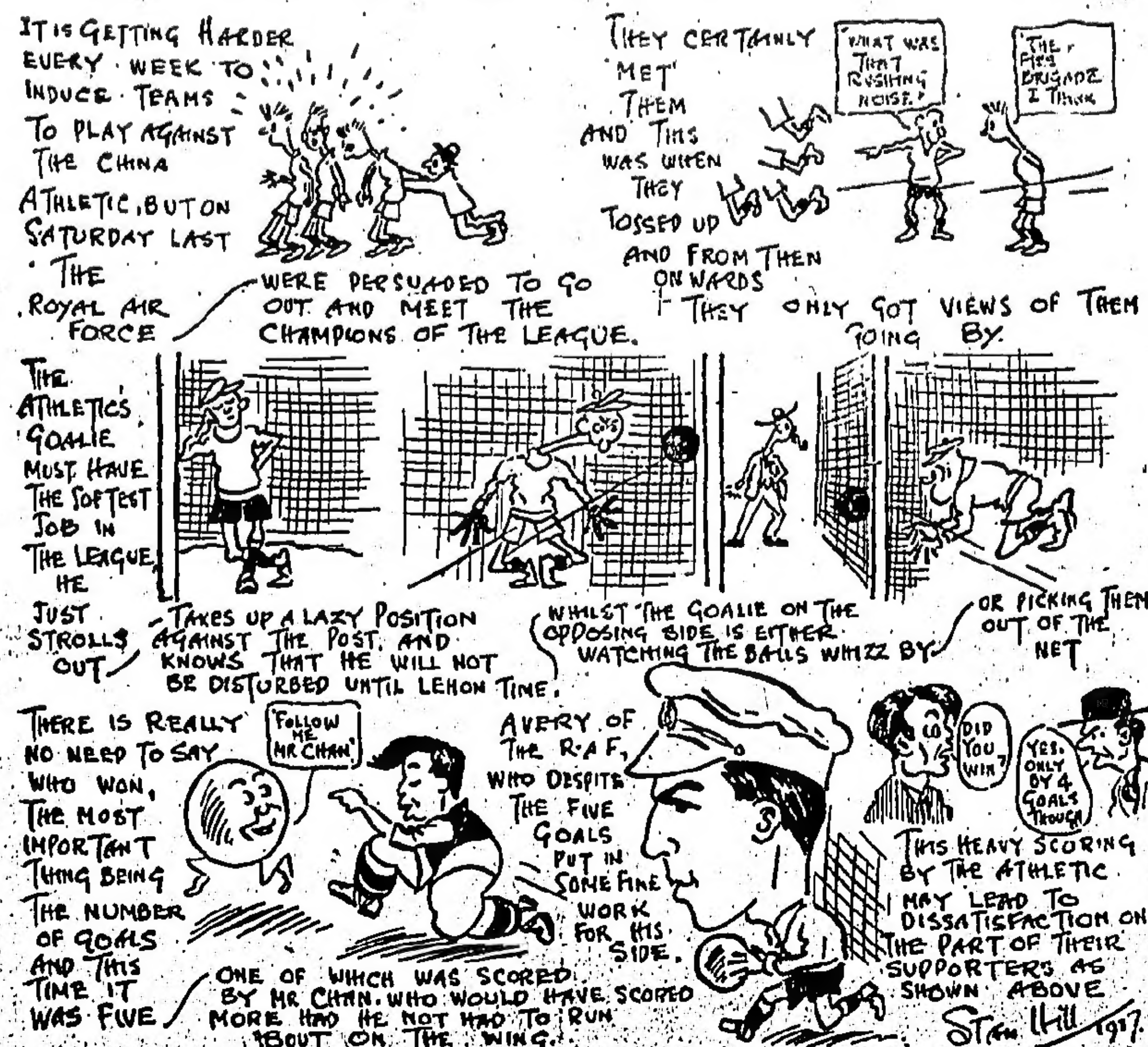
Mr. Greenwood: Do you mean in London or Liverpool? The docks at Liverpool are infinitely superior to those at London. When a ship comes to London you do not know what dock she is going to. It might take a week or a fortnight to discharge a cargo of apples in London. They do it much better at Liverpool.

Mr. Manhire (Retail Fruiters and Florists Association): I think they are extraordinarily prompt in delivery in London. That is my experience.

Mr. Greenwood: In delivery, yes. That is vastly different from discharging from the ship. Mr. Manhire intimated that he would withdraw the part of the application relating to pears. He said pears were only a small shipment, and he did not want to antagonise the retailers.

The inquiry was closed, and the chairman said the Committee would report to the Board of Trade.

IN THE SOCCER FIELD.



R.A.F. Oppose Chinese Athletic.

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MOTORING SECTION

SMOOTH PERFORMER

DODGE BROTHERS 6 DRAWS
WARM PRAISE.

The arrival of Dodge Brothers' keenly anticipated Six has swung the spot light of interest in the direction of the salesrooms where, tradition tells us, the word "dependable" was given popular coinage. There it remains focused, for the new Six, the Senior, reveals much that absorbs the attention and much also that creates surprise.

New cars and new models are constantly rolling over the horizon, but a Six arriving from the Dodge laboratories carries its own peculiar news value. There are, of course, certain pre-conceived ideas as to high quality in structure and mechanics, due to the past history of the makers covering a period of twelve successful years during which nearly two million cars were built and marketed. But how does this new member of the family perform? And—here is where curiosity is perhaps uppermost—how does it look? Is there a note of conservatism in its appearance? Or does it look as though its designers were appealing to flaming youth?

It may be said at once that without being extreme in any sense Dodge Brothers Six has plenty of snap in its appearance as well as in its performance. Niran Bates Pope, one of the foremost technical editors in the country, hits it off well when he says in Automobile Topics: "Dodge Brothers Senior is a distinctive embodiment of the spirit of the times." Mr. Pope, who made an intensive study of the new product and wrote exhaustively on the subject, continues:

"Its size is rendered indefinite by the gently rounded contours of the roof line which is crowned and moulded over the sides to produce the effect of length and lowness without unpleasant accentuation anywhere. Actually it stands a fraction over 71 inches from the ground, but it looks considerably lower.

"An entirely new interpretation of the moulding line is created by the use of recessed panels on the doors and swinging around the back from one rear quarter to that on the other side. The entire front of the car is distinctively new. The radiator is deep, rather high and surrounded by barely more than a rim of the polished shell which is of uniform width, save at the top where it widens out. The butterfly sweep of the guards is effective; the lines of the hood rugged and strong.

"There is abundant room inside the car for comfortable riding and frequent change of posture during a long drive in uncomfortable weather. All the interior work is carefully tuned on the chromatic scale to a soft and durable exterior of blues and greens in lacquer finish, set off appropriately with ivory hair lines."

Mr. Pope goes over the car minutely from a mechanical standpoint and makes this interesting summary of the power plant:

"The motor follows modern practice in numerous ways, utilising also the many years experience of Dodge Brothers engineering department in producing a power plant that will run on and on with a minimum of attention for years. It would be in the eyes of some designers a little bigger in volume than the weight of the car demands, but this means abundant power under all circumstances. Though the major emphasis is not placed on speed it will probably yield a great deal longer life and produce a great deal less trouble for the consumer than any of the high speed motors."

But in the last analysis actual performance is a vastly important factor. The impressions of a seasoned observer like Mr. Pope are important: "That the Senior will sell very largely on sight and on the strength of Dodge Brothers reputation is a foregone conclusion," he says, "for it is a clean-cut thoroughly modern car. But more than all that it will sell on demonstration. It is a remarkably smooth performer under normal road conditions. It has been proved on

RELINING BRAKES.

OWNERS' RESPONSIBILITY
AND DUTY.

It has been fully demonstrated, as the result of a special inquiry in the United States, that motor accidents are chiefly due either to an all too common desire to operate automotive vehicles at a maximum speed at all times and without proper care, or to a faulty brake control. When the crisis comes, the driver finds his brakes are faulty, but it is too late to avert a serious or fatal accident in which the guilty or innocent victims pay the penalty.

"What is the proper and only remedy to apply to control such situations?" was a question put to an automotive expert.

"Where such a multitude and variety of excuses or reasons may be given in every case to avoid responsibility—the only real remedy, from a practical viewpoint, is for the owner and driver of the vehicle causing such accidents to be held responsible for it, and then severely punished in all cases.

"If such legal methods were applied unanimously everywhere, we would soon command a wholesome respect from careless offenders because of fear of the consequences. "There are brake service stations established where brake relining can be done while you wait. The new lining will be properly adjusted at the same time. Then the motorist is conscious of having done his whole duty to ensure the safety and control of his own car or truck on the public highways.

"State Governments could greatly assist in this safety work by making it a requirement for the issuance of State licences that motorists show actual proofs that they have had their brakes inspected and adjusted regularly during the preceding year, and failure on the part of the applicant to produce such proofs to the State to safeguard the general public should be a just cause for refusing a licence to such applicants until those requirements are met and the sworn proof produced.

"Unless the various States join this 'national safety on the streets and highways' movement by heartily co-operating with the National Government, small relief only from accidents can be guaranteed or secured for safety to the general public.

"A licensed motor car, bus, or truck places upon our streets and highways a 'trackless locomotive' geared to equal the speeds of the fastest express trains, and turns every street and highway into thousands of grade crossings with the consequent grade crossing danger.

"Our remedy is to demand frequent brake inspection of every motor vehicle by authorities for the protection of our families and for the general public."

At Gerrard's Cross, Bucks, there was until recently a dangerous road-junction where accidents were notoriously frequent. One evening a motorist who was making his way slowly through the town stopped a passer-by. "Do you know," he said, "where I can get some spare parts for my car?" "Oh, yes," replied the native obligingly, "Go along to the cross-roads and help yourself."

cross continental tests to have remarkable endurance under the sort of punishment only cross continental drivers know how to inflict. It handles as any car should. The clutch pedal and the engagement are smooth; the gears change easily and the standard shift will be a comfort to many drivers.

"As for speed, the car on smooth pavements picks up uniformly to its 50, its 60 or more and no one doubts the speedometer. In second it flashes to the smartest kind of get-away—25, 30, 35 or even 40—without perceptible vibration, without any of those groans and rumbles that make so many drivers afraid of second speed."

Mr. Pope summarises his impressions thus: "It is a car of arm-chair comfort, velvety control and a willingness to perform—about which there can be no argument whatever."

SPRINGING OF CARS.

LAISNE SUSPENSION
SYSTEM.

One of the latest improvements in motor car suspension does away with the orthodox elliptic system. It comes from France and the fertile brain of an engineer named Leon Laisne. It consists in the main of a separate suspension for each wheel, the movement of which is controlled by three very strong spiral springs working in a tubular side member of the chassis.

The suspension of motor vehicles has probably received more attention in France during recent years than in any other car manufacturing country, due, no doubt, to the very bad condition that prevailed on their roads after the war. In fact, the roads there were so bad that for quite a long period the ordinary method of suspension, as used on cars, proved almost useless from a comfort point of view, and it was in an endeavour to combat this condition that the Laisne suspension came into being. Like so many other important inventions, it is exceedingly simple, and this simplicity extends itself to the whole of the chassis layout of the car in which it is installed, a short description of which is as follows:

The frame is built of heavy gauge steel tubing, the side members consisting of straight tubes about 3in. in diameter, and are joined by three cross members each about 2in. in diameter. The road wheels are articulated to the chassis by means of tubular forged levers. From the end of these levers a small arm extends downwards through a slot into the corresponding tubular side member of the frame, where it actuates an arrangement of three powerful steel coil springs, working within the tube. The lever arrangement gives a reduction of four to one between the vertical movement of the wheel under road shocks and the small arm actuating the springs. To combat this leverage, the springs have been made exceedingly stiff; actually the main coil is made of material with a sectional diameter of a third of an inch, and requires a thrust of nearly three tons to compress it solid. The return springs act as dampening devices, like the shock absorbers fitted to ordinary leaf springs, and are adjustable from the outside by means of nuts at the ends of the tubular side members of the frame.

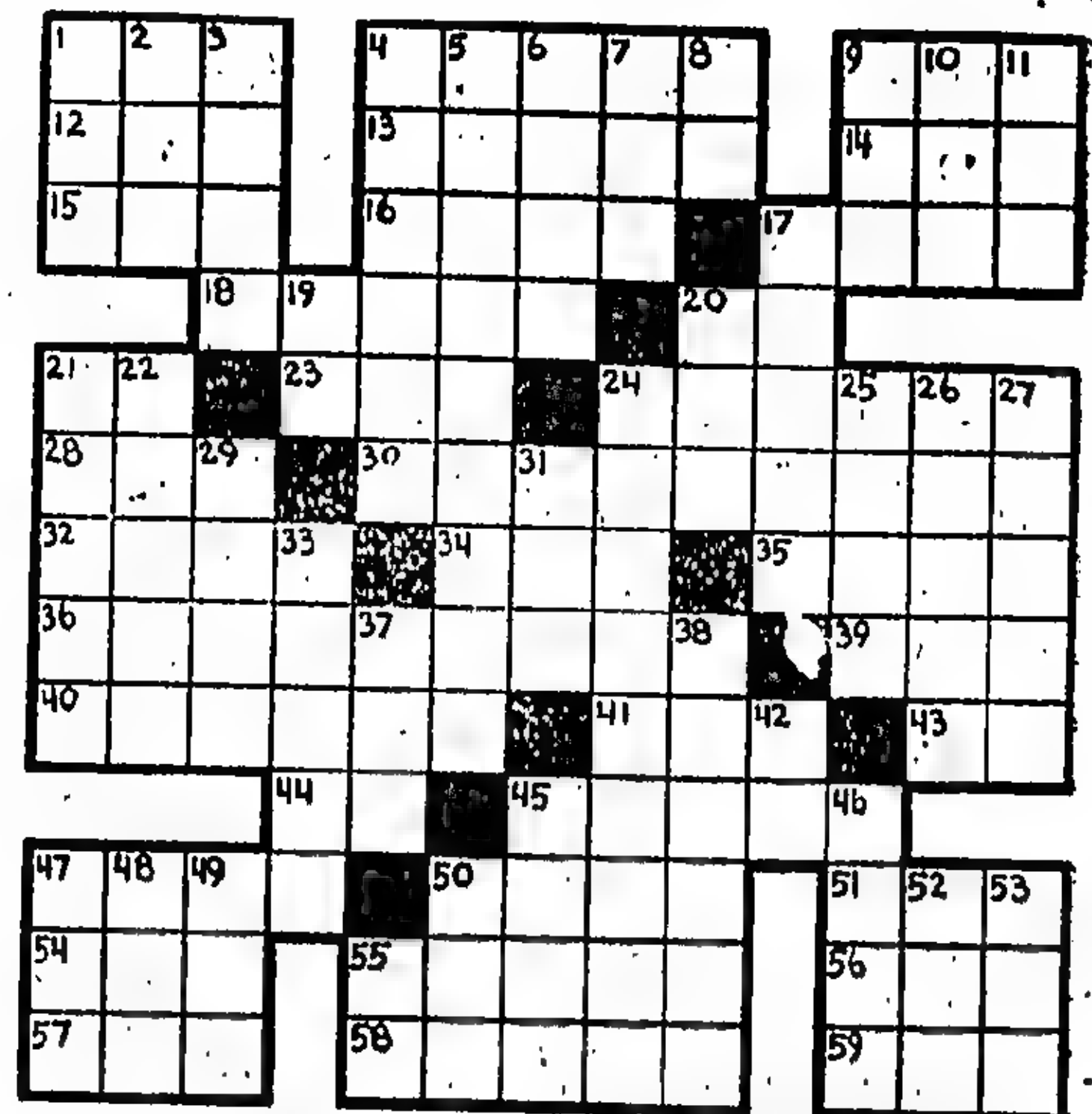
The rear suspension is exactly similar to the front end, and the engine power is transmitted to the driving wheels by means of universally jointed cardan shafts. These shafts have been made much longer than is the general practice, and the inner ends have been brought as near as possible to the centre of the differential in order to reduce the angle which the shafts make from the horizontal when the car is moving or bumping over a rough road. When the car is stationary on a level road, the cardans are horizontal. The object of reducing this angle is to reduce the excessive wear that takes place in all universal joints working under conditions where they are more or less constantly at a big angle.

There are several very desirable features about this new suspension, one of them being that the movement of the wheels, under the influence of road shocks, is absolutely vertical, thus practically eliminating any possibility of the uneven tyre wear that is sometimes experienced in cars having a system of radial anchorage for the wheels in relation to the chassis. Another strong point in favour of this method of suspension is the very low chassis level that is obtained (the whole of the transmission is actually above the frame level), and which makes for very safe speed work over all conditions of roads. The transmission itself is protected, from underneath, by a flat steel platform which extends across the frame, and acts both as an undershield and as a body platform.

On test the system has proved to be very efficient, and possesses in an exceptional manner qualities that result in comfortable riding under even the most severe conditions, both as regards bad roads surface and speed. The tests were carried out on an open chassis, and it was particularly observed that even though the wheels were leaping up and down a distance of sometimes 8in., the chassis remained perfectly horizontal and rigid. Chassis using this suspension are being built in France in large quantities at the present time.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-Eat
- 4-Agitates
- 9-Past
- 12-Period
- 13-Court of Spanish dwelling
- 14-Black bird
- 15-Also
- 16-Retired
- 17-Flower
- 18-Blood ingredient
- 20-Parent
- 21-Exist
- 23-Eastern State (abbr.)
- 24-Most certain
- 25-By
- 30-Niter
- 32-A sigh
- 34-High hill (England)
- 35-To utter wildly
- 36-Done
- 38-Scattered side
- 40-Followed
- 41-Exclamation to express impatience

HORIZONTAL (Cont.)

- 43-Province of Canada (abbr.)
- 44-One-fourth of an acre (abbr.)
- 45-Sour
- 47-Reliance
- 50-Pain
- 51-Poison
- 54-Note of a dove
- 55-Land measure (pl.)
- 56-Meadow
- 57-Golf term
- 58-Conveyances
- 59-Limb

VERTICAL

- 1-Ocean
- 2-Vase
- 3-Fills out
- 4-Extra times
- 5-Set down in order
- 6-Article
- 7-Drive out
- 8-Extremely
- 9-Confusion
- 10-Auto fuel

VERTICAL (Cont.)

- 11-Be indebted
- 12-Less common
- 13-Male name (short)
- 20-Young dog
- 21-Rapidly
- 22-Fruit
- 23-Lengthened
- 25-Legal term: "and other"
- 26-A number
- 27-Forrest growth (pl.)
- 28-Batters
- 31-Parcel of ground
- 33-Goads
- 37-Constellation
- 38-Fore
- 42-Musical note
- 43-43500 square feet
- 44-Girl's toy
- 47-Do
- 48-Fish eggs
- 49-Digit
- 50-High card
- 52-Small
- 53-Pester
- 55-Prefix. To

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will give you a clue to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

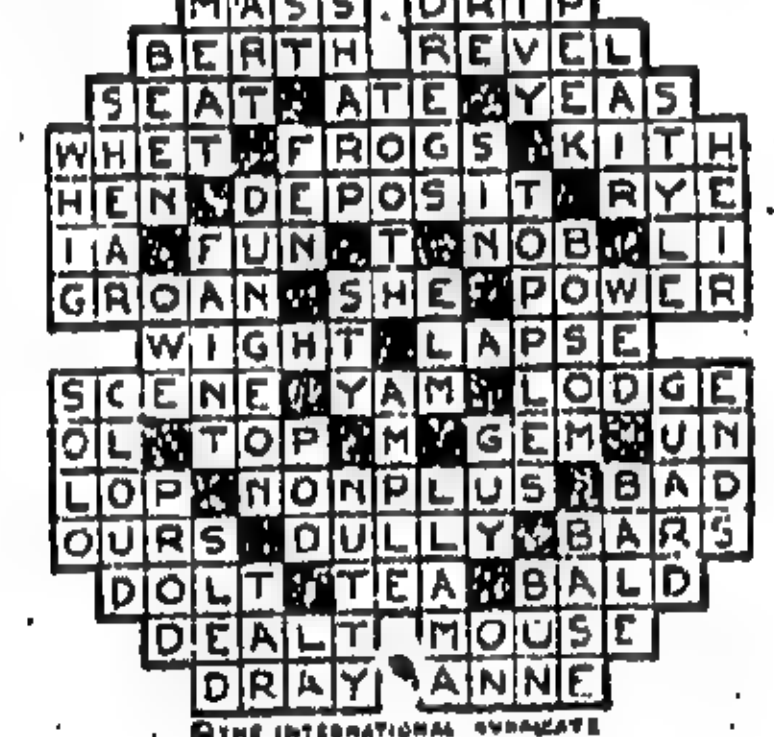
(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

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| Island. | Feet. |
|---------------------------|-------|
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| Mt. Parker | 1734 |
| Mountain Lodge | 1725 |
| The Byrie | 1725 |
| Peak Hotel | 1305 |
| Tai Kok Sanatorium | 1000 |
| Mt. Davis | 877 |
| Bowen Rd. (filterbeds) .. | 297 |
| Mainland. | |
| Taimosnan | 3124 |
| Kowloon Peak | 1971 |

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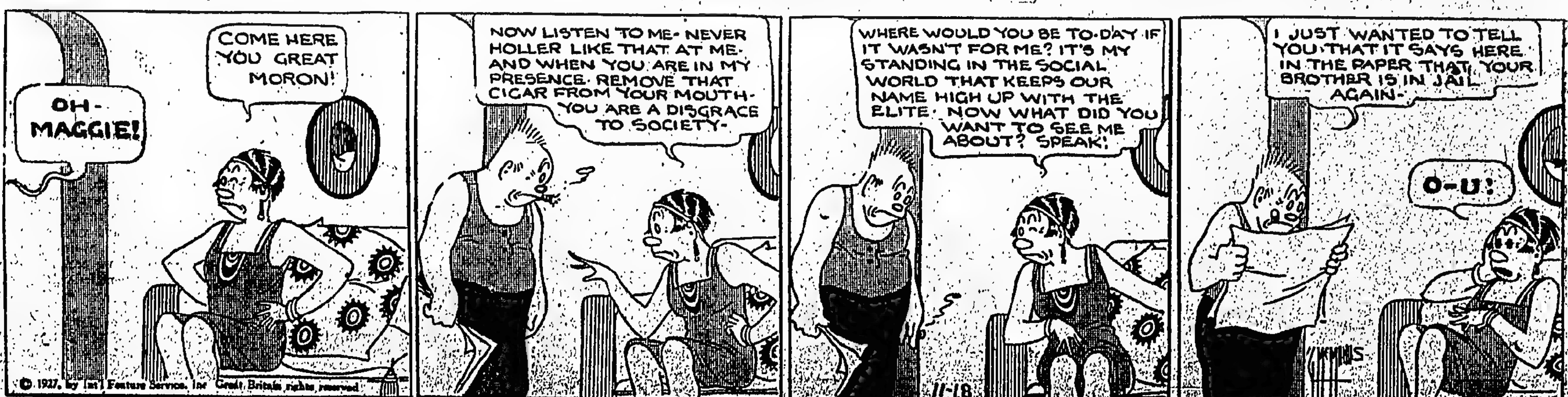
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FLYING DAY BY DAY.

POINT COOK.

ST MILITARY PILOTS IN AUSTRALIA.

STORY OF EARLY DAYS.

For his subject, "Early of Point Cook," Mr. R. J. way recounted some interesting incidents of the introduction of military aviation in Australia at the Australian Aero Club (and branch) recently.

Gallaway, who is a Fellow of the Institute of Aeronautical Engineers, was a member of the flying school at Point Cook, called that just before the the Defence Department im-



Dr. Anker, of Denmark, who was finance the flight of Mrs. Gray to Copenhagen.

ed two pilots, Harrison and e, from England, Harrison was finally employed by the Bristol plane Co. After being seven months in Australia these men selected Point Cook, near Bourne, as a suitable site, and in that time it has been the quarters of the Royal Australian Air Force. When war broke out the only flying machines Point Cook were a Bristol box, which was even then an old-fashioned style of biplane, a Blériot, and two BE2A machines. A couple of temporary hangars had been erected.

First Expeditionary Force.

A few days after war was declared Harrison sailed for Germany with the First New South Wales Naval and Military Expeditionary Force, taking with him two mechanics named Chester and Carter, together with one of the BE2A machines. The aeroplane was landed at Rabaul, but was never unpacked. That however was actually the first Australian Flying Corps expedition. When Harrison got back to Australia the Defence Department decided to establish the first military flying school. It was decided to start with the training of four pilots, and the successful applicants were: Lieut. Williams, Capt. White, Lieut. Manuel, and Dr. Merz. The three months' course was concluded at the end of 1914, and Dr. Merz obtained first place in the examination, was appointed assistant instructor. To get their pilot certificates they had to pass the Royal Aero Club conditions, which consisted at that time of a series of eight flights, and also an altitude test, in which they had to rise to a height of 800 metres and descend with the engine shut, landing within 20 yards of a white sheet spread on the ground. They also received lectures on air dynamics and instruction in rigging or repairs.



A new attack ship, built to engage in actual combat with troops on the ground, was recently turned over to the U.S. Army for testing. The machine is a biplane mounted with six machine guns capable of firing 5,000 rounds without reloading. The particular feature of the plane which makes it useful for raking trenches is the placing of two of the machine guns in the wings. The fire from these two automatic guns converges, and by flying the plane along a trench it is said that an entire sector could be wiped out. The craft can make 150 miles an hour.

About the beginning of 1915, said the lecturer, applications were called for the second school of instruction, which started on March 1, and in which there were eight members selected from officers of the Citizen Forces. Mr. Gallaway was a member of that school, and he mentioned that, for the first few weeks, they were merely taken up by Merz, and occasionally by Harrison, for joy-rides, but by leaning forward and placing their hands on the "stick," they were able to gain some experience in elevating and deflecting the machine. Before they had reached the stage of flying solo it was announced that an Expeditionary Flying Force was to be sent immediately to Mesopotamia. Petre had been investigating the Defence Department to do this for some time. It was decided that only a half-flight could be sent. The officer selected were: Petre, Merz, White, and Treloar, the last named being a man from Ballarat who had been through one of the private schools in England. They also took with them a batch of mechanics, who were principally drawn from the motor trade. They were not equipped with aeroplanes. When they reached Mesopotamia they were attached to one of the British units operating there, and they did good work. Merz was killed by some wandering tribesmen after making a forced landing in the desert, and White was captured by the Turks, and held prisoner for two years. Treloar came back to Australia, but Petre went to England, and never came back to Australia. He was evidently disgusted with the policy of the Australian Defence Department. He was a fine man, and would have been a great asset to Australia.

First Squadron Formed.

Ultimately the whole of the eight members of the Second School of Instruction passed their examinations, and in May, 1915, they received their certificates as pilots, after doing their flights on the Bristol box kite. Then they received notice that No. 1 Squadron was to be formed shortly, and Mr. Gallaway was appointed assistant instructor, under Harrison. While that camp was being formed, No. 3 Instructional School for Flying Officers was held. Among its members were "Billy" Hart, the dentist of Sydney, who had previously bought a box kite and taught himself to fly at Penrith (New South Wales); a man called Hammond, who also had had a machine of his own; and a pilot named Jones, who came from Queensland. Most of these men, after their course of training, were drafted into No. 1 Squadron, the command of which was assumed by Lieut.-Col. J. F. Reynolds, who at that time was Director of Military Operations on the General Staff. After No. 1 Squadron sailed the fourth and fifth schools of instruction were held, and among the members were Wing Commander Wackett; Macnamara, the only Australian Air Force winner of the Victoria Cross; and Lieut. Macnaughton, a son of his Honour, Mr. Justice Macnaughton.

Australian Aero Club. At this stage Mr. Gallaway gave some interesting particulars of the birth of the Australian Aero Club, the parent of the Queensland organisation. He said the club was originally formed in Melbourne by Petre, on the lines of the Royal Aero Club of England, and a meeting was held at which Mr. Sheldon was appointed honorary secretary. Just before No. 1 Squadron sailed for the front, the second meeting was held in the Cafe Francaise in Melbourne, and the books were handed over to Mr. Gallaway. At the same meeting it was decided to write to the Royal Aero Club asking that the club should be given power to issue pilot certificates in Australia. This permission was subsequently granted. During the next school of instruction Mr. Gallaway called the third meeting of the club, and enrolled the whole school as members. When Mr. Gallaway left Australia for the front he handed over the books of the Aero Club to Mr. Sleeman, who became the first general secretary.

THE ZEPPELINS.

VALUE OF DIRIGIBLES FOR RECONNAISSANCES.

AIR-CAPTAIN'S NARRATIVE.

"The oceans will not stop the huge military airship—the aerial leviathan of the near future." That is the considered belief of Air-Captain (retired) Ernest Lehmann, the officer whose wonderful experiences in and with the Zeppelins during the War have been appearing in the columns of the "Saturday Evening Post," and extracts from which have been made in previous issues of "The Queenslander." He observes that "people were never well-informed concerning the real nature of the important services rendered by the Zeppelins. Hardly anything at all was told about their reconnaissance and patrol activities, and only a few of the raids found their way into print abroad. I know it will surprise the majority to learn that as early as 1915 the naval Zeppelins made thirty raids during that one year, though then there were no more than fifteen ships in commission at any one time."

"During the first six months of war the German navy had five such craft. Six months later ten more had been commissioned in that branch of the service. But remember, this was in the early stages. Had it not been a period of great national anxiety the Zeppelins of those days would have been termed more or less experimental. As it was, they operated as warships, and the personnel, from the commanders to the newest recruits among the mechanics, were compelled to gain their experience from actual operations against the enemy. And that could not be done without accepting very severe losses."

Beginning of Bad Luck.

Captain Lehmann points out that the German Navy first acquired a Zeppelin branch, or service, as far back as 1912, when the first naval airship—the L1—was commissioned at Hamburg, and the Navy had to use the commercial aerodrome because it had not one of its own anywhere. A year later, on September 13, the L1 was lost in the North

preparations, but they must have made the test. I did not see the been bungled somewhere. When the airship had reached a sufficient height Strasser got into the little car and gave the signal which would lower it a half mile below the ship. About 300 feet down, while the winch was allowing the cable to unwind slowly but steadily, the tail of the car became entangled with the wireless aerial. It caught the car, and tilted it upside down. The cable meanwhile continued unwinding from the winch above and was beginning to dangle in a slack loop below Strasser, who only saved himself from being tipped out by clinging to the sides of the car with a deathlike grip. Suddenly the aerial gave way, sending the car and Strasser plunging down until it brought up at the end of its own cable with a sickening jolt. It was not a propitious introduction for the new device. Still had it been more quickly developed it might have saved considerable trouble and several disasters. Strasser himself might have survived. He let nothing interfere with his programme of participating at least once a month in a raid on England. On August 5, 1918, while approaching the English coast shortly before nightfall, the L-70, with Strasser aboard, was shot down in flames by a British aeroplane. This happened on a comparatively clear evening. The use of the observation car would have permitted operations in cloudy weather and tactics calculated to avoid discovery by the enemy."

Invaluable for Naval Scouting.

A month after the War broke out, the energetic naval authorities had got their two lost airships replaced. For some months they were employed only on patrol and observation work. The L3 made 141 flights over the North Sea during the last months of 1914, her longest tour of duty keeping her out 34 hours. That was a good performance for the early ships. The L4, too, made 50 flights in the latter part of the same period, often staying out for a day and a night. The L5, which had been turned over to the navy immediately after it left the Zeppelin factory in October, made 50 successful patrol flights over the Baltic before the new year. As a



Bert Acosta (left), companion of Clarence Chamberlin in a previous endurance flight, is out to break the record recently established by a German flier. This time Acosta will make the attempt with Ed Burgin, and they will fly in a Fokker Universal plane.

Sea, drowning most of its crew and the able first Chief of Naval Airships, Captain Metzger. By strange coincidence, on this very day, the L2 was commissioned for service, and thirty days later, on October 13, this airship was burned in the air at Johannisthal. Captain Lehmann adds pitifully:—"It was difficult to explain to the public, and, in fact, to the average naval officer, that poor ventilation in the engine gondolas had ignited some overflowing hydrogen gas, and that correction of the ventilating system would prevent accident from that source in future. In and out of the navy the safety of the Zeppelin remained largely a matter of grave doubt. Nearly all of our best airship personnel had been killed. But Metzger's successor as chief happened to be a firm believer in airships. He was Captain Peter Strasser, a brave and talented officer, destined to be the genius responsible for the war operations of the naval Zeppelins and the leader who established them in a lasting position as important units of a modern fleet."

A Thrilling Escape.

Captain Strasser was the von Tirpitz of the Naval Zeppelin service. Energetic, able, well-informed, aggressive, and courageous, he was indeed a foe worthy of the British airmen's steel. He was the responsible officer appointed by Lehmann, which was swung down on a steel wire rope half-a-mile from the airship, through the cloud belt, for observation purposes. The German army authorities were slow and sceptical as to its value; they dawdled and delayed for a full year—with the war in full blast, too! Captain Lehmann says: "It was different with the navy, however. Strasser had immediately decided to experiment with the car built by the Zeppelin company according to my plans. As was his custom, he declined to send any of his subordinates aloft to conduct the experiment. He himself went up to

present that first Christmas of the war, the high command had given the navy three new Zeppelins—L6, L7, and L8. That was the beginning.

"The following year, 1915, the navy had many more Zeppelins, though the maximum in commission at one time was not more than 15 because of the losses. Yet those naval airships made 389 long-distance patrol flights during the 12 months' period, besides the 30 raids against England.

"Four of them were lost in action with the enemy. The L3 and L4 were wrecked in a gale on February 17, 1915, both landing in Denmark, where their crews were interned. The two ships had been sent north to the Norwegian coast to check a report by a merchant vessel which suggested the presence of a large British force in those waters. They found the sea deserted, however. When they turned back for their long homeward flight they had just enough fuel left to make port under the best of normal weather conditions. A strong southerly wind sprang up unexpectedly. It soon increased in velocity until it became a gale. The ships could not make enough speed against it. In later periods they would not have been sent so far out without being prepared to receive timely radio warnings of adverse weather. Both commanders, Fritz, of the L3, and Count Platen-Hallermund, of the L4, had been anxious to make a thorough job of their search, so had remained over the doubtful area long enough to scan the surface in all directions."

In Dire Peril Over the North Sea. Captain Lehmann narrates how Captain Fritz, of the L3, managed to escape the vigilant cruisers and destroyers of the British Fleet in the North Sea. They met at Friedrichshafen after the war and he gave the details of his flight. His story illustrates the manner in which a skilled commander and crew can manage to save them-

selves in case their ship is lost, even in a most violent winter snowstorm. "I knew, when we finally turned homeward, shortly after noon," said Fritz, "that we would be up against some trouble. A southerly breeze had sprung up and was now steadily increasing. The horizon in the south held dark and ugly-looking cloud banks. On top of this our No. 2 engine had been bucking several times, and could not be trusted to hold out. Soon, while crossing the Skager Rack, we met a stiff head wind, which began to kick up the sea below us. When the first rain squalls came on with violent gust I realised that in the event of further trouble we could not hope to land and float on the sea until assistance should arrive. For a moment I thought of crossing over eastward to the Baltic through the Oattegat and Belts with the wind abeam, but the distance to German soil would be at least thrice as far that way. We might have better weather there, but we could not know how much better."

"I decided to run straight south, following the Danish coast, so as to land when it should become unavoidable. Shortly after 2 o'clock our No. 2 engine failed us. I had long ago given up the idea of making our station at Hamburg, but still had hopes of reaching Northern Schleswig, where I could possibly have some assistance at the Tondern airship station, then under construction.

Decision to Land on Neutral Soil. "After 3 o'clock the wind began blowing with gale force and violent snow squalls set in. At times, looking down on the foaming and hissing sea, we seemed to be making no headway at all. I realised that we would never survive that night in the air, and since we would have to land somewhere in strange country, anyway, I decided to land right then, before the dark winter night should make it more difficult. I selected the Danish island of Fano, which is flat and smooth, without any tall trees or other obstacles. Approaching it I had all the ship's papers bundled together, including the secret code signal book with its lead covers, and dropped them in deep water."

"When we brought the ship up into the wind toward a great flat and smooth expanse of land on the island, we had to use our two engines almost full out to make any speed at all. What followed was a nice and precise landing manoeuvre, just as in the days when we were practising at Hamburg. You remember that one stiff storm in which we experimented, mooring our ship on the three heavy anchor chains laid out on the field? We could hold the ship in the air in any place we wanted. Well, this was just about the same situation."

Men Used As Ballast. "I went close to the ground, perhaps, thirty feet over the surface, making not more than a mile or two headway. I had previously instructed four men from each car to

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clamber down on the handling lines which I had paid out everywhere from the cars.

"On a signal from my hand out of the control-car window as they approached the ground they let go and jumped down. I valued hydrogen sometime before and during this period to prevent the ship from rising too suddenly when relieved of their weight, but they all jumped at once and none was hurt."

"With this ground crew of eight the second landing, or the real landing, as I must call it, was fairly easy. I dropped both anchor ropes from the nose of the ship and they took them apart, hauling in the slack as they could get it. At this moment another vicious-looking snow squall was approaching, so I ordered all men to the forward car, opening all hydrogen valves at the same time. I had other men to stand ready and jump immediately when a gust of wind brought the ship close to the ground. After that the effect of the valving made itself felt, the ship became heavy, and we permitted her to come down finally. She hit the ground heavily with both cars, while the rest of the crew jumped. A gust struck her and dashed her against the surface. I had remained inside the control-car with only the elevator man, and we both left the ship, which was now an empty shell, still living, with her engines throbbing, but doomed to destruction. It was evident that

SUNRISE AND SUNSET.

| Date. | Sunrise. | Sunset. |
|----------|----------|---------|
| December | a.m. | p.m. |
| " 24 | 7.00 | 5.45 |
| " 25 | 7.00 | 5.46 |
| " 26 | 7.00 | 5.46 |
| " 27 | 7.01 | 5.47 |
| " 28 | 7.01 | 5.47 |
| " 29 | 7.02 | 5.48 |
| " 30 | 7.02 | 5.48 |
| " 31 | 7.03 | 5.49 |

we would not be able to hold her very long, and if we did she would remain in Denmark anyway. Her frame had broken in the middle. "Still I hesitated a moment. She was my first ship. I could hardly steel myself to let her go. The snow squall was now upon us. It made the decision for me. It struck with a furious blast, and blinding masses of snow made the earth as dark as night. The ship was pressed hard down on the ground, but soon began to drag our few men with irresistible force. The bombs, instruments, and other apparatus were taken out and the wreck temporarily moved. Then we set her afire."

BRITISH EMPIRE.

EQUALITY OF THE DOMINIONS.

PROFESSOR'S ESTIMATE.

Fleet, Street, Nov. 8. Professor A. E. Zimmermann lectured on "The future of the British Empire" for the British Universities' League of Nations' Society at King's College, London, to-night.

Discussing recent constitutional changes, he said that the British Empire had since last year's Imperial Conference been cut up into a number of independent States. It had ceased to be one Sovereign State. London was no longer the capital of the Empire—the Dominions capitals were absolutely equal. In the League of Nations the Dominions were represented as independent States.

This was perhaps the biggest and the bravest single surrender of power which had been made in history by a Government. Formally speaking, the Empire had been disrupted. It had ceased to be based upon command, and was now based purely upon consent and co-operation. This constitutional experiment had given the Empire a far more effective constitution than the one which existed before, and one far better adapted to the conditions of the world in the present age.

Small-Sized State Out of Date.

Large scale interdependence was common to both the League of Nations and the British Empire. The ordinary small-sized State was to-day out of date. Both the League and the British Empire recognised the powers of individual centres to issue commands, and both were based upon the independent responsibility of national parliaments. We had now a world which needed international organisation because its problems were international, but which could only be governed by the consent of the individual centres of power. There had grown up in the last few years, both in London and Geneva, larger international unity—a network of institutions based upon the principle of co-operation and the equal representation of local and group interests. This was a complete revolution in the nature of political institutions.

Our institutions were now designed to forward the rapid circulation and transmission of ideas and policy. As compared with the League the British Empire had the immense advantage of being a going concern, and it would be years before the League was able to act with the authority, power, and dignity which were natural to British statesmen and people. Unlike the League, the British Empire had no centre, and it was able miraculously to exist without a central institution, because it was a spiritual reality—common understanding, desire to co-operate, goodwill, and common intellectual habits already existed within it. There were no limits to the evolution of group consciousness in the future in the British community.

Peace Britain's Chief Interest.

Professor Zimmermann went on to say that owing to the great growth of democracy in the world since the war real co-operation between us and the other Great Powers was now possible. If the world was now as anarchical as it was a century ago there would be, he thought, no chance of Great Britain and the Dominions remaining together in the British Empire. Fortunately we were now living in a world of interdependent interests. The existence of the League of Nations had enormously strengthened the British Empire from the purely psychological point of view. Every year the delegations from Great Britain and the Dominions met at Geneva and discussed their common interests under conditions which made them conscious of their unity as compared with all the other countries. The Empire and the League had come naturally together. They had one outstanding common policy, that of peace. It had become extremely dangerous to British statesmen to allow the possibility of war to remain in the world. We were in reality much more exposed to the dangers of war than were France, Poland, or Germany, and it was a first-class British interest that peace should become the normal rule of the world, and that differences should be thrashed out in free discussion in a world where war was not allowed. —"Manchester Guardian."

NEW POSTS IN SUYUAN.

Peking, Dec. 10. At the meeting of the Cabinet this morning it was decided to create a post of Commissioner of Foreign Affairs for Suyuan. Mr. See Ching-kuin was appointed to fill this position. Mr. Wang Ching-shan, formerly director of the metropolitan educational bureau, was named Education Commissioner of Suyuan. —"Kuo Wei."

FUTILITY OF WAR.

SIR W. ROBERTSON ON COLOSSAL COST.

DISASTROUS TO VICTORS.

London, Nov. 19. Field-Marshal Sir William Robertson, who served in the ranks of the British Army from the age of 17 until he was 28, and who was Chief of the Imperial General Staff from 1915 to 1918, delivered a striking address last night on the futility of War. He appealed to every man and woman energetically to support all efforts for devising more sensible ways of composing international differences.

Sir William, who is a Lincolnshire man, spoke at the annual banquet of the Lincoln Chamber of Commerce. He said:

Conditions within the Empire are such as to make Imperial defence a very expensive business for this country, and we are now spending on the fighting Services more than the country can afford to pay.

New Factors. The annual amount is some £116,000,000, or about forty millions more than before the war. That hardly seems right, seeing that Germany has now practically no fleet and that her army is restricted by treaty to 100,000 men, and that there are several other new factors in the general situation which, if matters are rightly handled by our statesmen, ought to permit of our defence arrangements being constructed on a more modest scale than they are now.

For instance, wars have often owed their origin to despotic monarchical government and the maintenance of a great national army. Such combinations are now rare, the last war having terminated the careers of three Emperors who were mainly responsible for starting it, and other monarchs have fortunately disappeared with them.

No longer can nations be ordered into war, perhaps for dynastic or personal reasons, by swollen-headed monarchs claiming to be almost the equal of the Almighty. It is in most cases the nations themselves who now decide whether peace shall or shall not be broken. That is a great change for the better.

Money Blown Away.

Again, we no longer agree without qualifications that the best way of preventing war is to prepare for it. Instead of preventing war we know that preparations are apt to precipitate it. Never in history were preparations so complete or so widespread as during the 50 or 60 years previous to 1914, and yet never were wars so frequent as in that period.

France fought in Italy; Germany fought in turn Denmark, Austria, and France. There were the Russo-Turkish and Russo-Japanese wars and many wars in the Balkans; the Spanish-American war, wars in China, and our own wars in Afghanistan, Abyssinia, Egypt and South Africa.

Finally, the colossal cost of modern war, in lives and wealth, must, one would think, also act as a deterrent. The killed and maimed in the last war were counted by millions, and the amount of wealth destroyed was no less staggering.

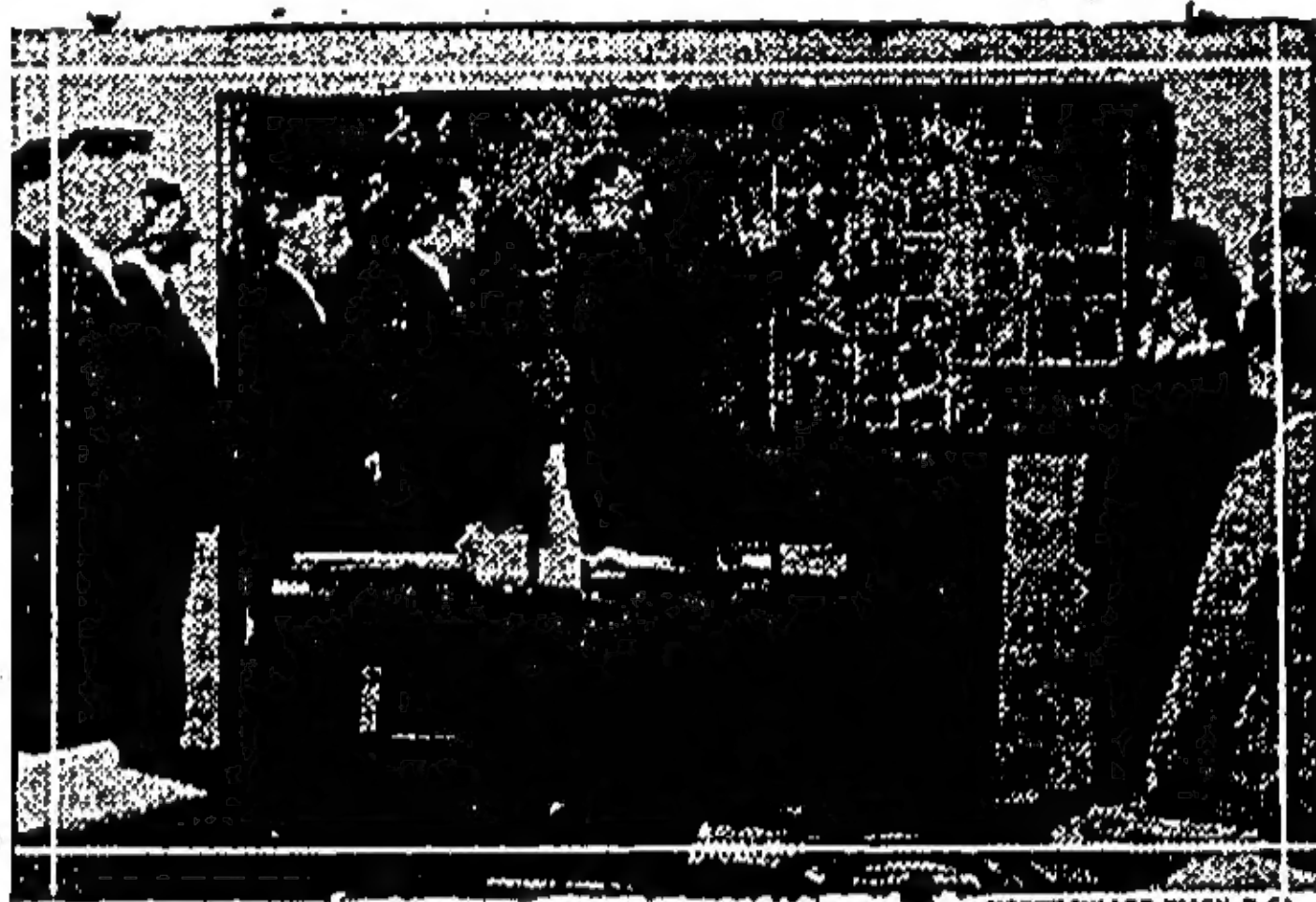
For instance, the cost of our artillery bombardment previous to the launching of the infantry attack amounted in the case of the battle of Arras to £18,000,000, of Messines to £17,500,000, and of the third battle of Ypres to £22,000,000, or

a total of over £52,000,000 for these three operations alone. The weight of gun ammunition fired at Messines amounted to 85,000 tons and in the first nine weeks of the battle of Ypres to 480,000 tons.

A Detestable Thing.

War has become, in short, a wholly detestable thing, and it is almost, if not quite, as disastrous to victors as to vanquished. Consequently many people condemn it as a failure, hate the very word "war," and demand all-round measures of disarmament. Other people declare, however, that human nature, being what it is, war will always be with us, and for it we must always be prepared. Upon which view are we to act?

My own opinion is that questions regarding the reduction of armaments require in our own case to be treated with the utmost caution. At the same time—and let human nature be as wicked, ambitious, and unstable as it may be—I suggest that every man and woman should energetically support all efforts made for devising more sensible and humane ways of composing international differences than the



Wewster Spates, at blackboard, instructing prohibition agents about how the law functions at the Prohibition School in Washington. Prospective prohibition agents can be seen standing around endeavouring to get the finer points of law which they are supposed to remember when making raids.

destructive and futile methods upon which reliance has hitherto been unsuccessfully placed.

Worn-Out Platitudes.

That is the only conclusion I can reach after a military career covering on Sunday next a period of exactly 60 years—a period during which I was for some 20 years closely connected with the highest councils of State in which in some form or other international questions of armaments and war were daily under consideration.

I therefore give the result of my experiences for what it may be worth. It is at any rate more in accordance with prevailing sentiment and financial conditions than out-of-date platitudes urging the necessity of maintaining strong fighting forces.

May we not also say that if the futility of war were more insistently emphasised by political leaders and the desire for peace within reasonable limits were more carefully nourished, the defence of the Empire would soon become a far easier and cheaper task than it now is; and, what is often more important, the great undertakings with which this and other chambers of commerce are associated would have the opportunity not only to recover from existing depression but also to open up new and profitable spheres of activity. —"Daily Mail."

CHINESE P.O.

IMPORTANT CONFERENCE AT DAIREN.

NANKING REPRESENTED.

Peking, Dec. 10.

At the suggestion of the French co-Director-General of the Chinese Postal Administration in Peking, the National Government at Nanking have agreed to despatch representatives of the Ankuochun Government as well as delegates of the Chinese Post Office for the discussion of questions concerning the working of the Chinese Postal system regardless of the Chinese civil war and other disturbing elements.

In his telegram to the Nanking authorities, Mr. Destelan denies that the northern leaders had ever touched the savings funds of the Chinese postal administration as alleged by Southerners who gave it as one of the reasons for the establishment of a separate postal system at Nanking. Furthermore, Mr. Destelan urges that the Chinese postal adminis-

CIVILISATION.

CRADLE IN WESTERN EUROPE?

DOUBTERS SHAKEN.

Paris, Nov. 8.

If the first day's excavations at Glozel yielded nothing save satisfaction to the anti-Glozelians, the second has completely reversed the situation. After a few hours' work in the virgin clay Professor Ferrer, of Strasburg, struck upon a small, round, flat stone nearly a yard below the surface of the ground. Every form of scientific sounding was taken, and not a sign could be discovered that this piece of worked and polished stone was not as old as the clay itself. Abbé Favret, noted for his paleontological work near Rheims, took the object and washed it in the neighbouring brook, whereupon there came to light upon the surface of the stone a number of inscribed lines, clearly cut with some sharp instrument—a drawing quite recognisable of a deer's perhaps a reindeer's, head and a number of "alphabet-like" marks forming roughly something like the letters "X.T.V.Z." surmounted by two parallel lines and a sort of capital L.

The French reporters who were present all claim this discovery as a triumph for Dr. Morlet's thesis of a Neolithic alphabet antedating the Phœnician by many thousands of years and employed in Europe at a time when herds of reindeer roamed Central France. The thesis, if really confirmed, would make Western Europe instead of Mesopotamia the cradle of the world's culture. International experts, however, prefer to reserve judgment.

The next discovery was made shortly afterwards by Mr. Peyrony, the newly appointed French Government curator of Glozel. It was one of those red clay phallic models bearing on one side the so-called prehistoric death-mask, two eyes and mouth, of which Glozel has already yielded many scores. Later a kind of bone pendant was unearthed, and this time there seems to be no doubt about the antiquity of the bone.

Thus unexpectedly, and in a few hours after every precaution had been taken against the "salting" of the ground, the major discoveries of Glozel are regarded as authenticated, so that all the theories save the Neolithic, and in particular that of forgery, have to be abandoned. M. Tricon Royer, a professor at Louvain University, is said to have remarked: "After this there is no further need for the international commission to remain." The experts, however, have agreed to say nothing officially until the work is finished and they present their report. —"Manchester Guardian."

ANTI-SALOON LEAGUE.

Washington, Dec. 10.

The Anti-Saloon League needs ten millions to finance its activities during the next five years.

eric bell and hammer a heavy knock against the door for several minutes.

The object of the commotion is to wake a servant who sleeps in the semi-basement near the gate. By the time this person is awake, however, only the very soundest sleepers among the other occupants of the house are unaware that someone is trying to enter. —United Press.

LATE HUSBANDS.

BATTER WAY INTO HOMES.

Mexico, City, Nov. 14.

Apartment house dwellers from large American cities, accustomed to the noise of subways and elevated trains, riveters and radios, find a new test for their nerves when they hear the average Mexican gaining entrance to his home at night.

In Mexico one does not unlock the front door with a latch-key and slip upstairs quietly, shoes in hand. Properly speaking, there is no front door to the house itself, but a ponderous heavy wooden gate, heavily panelled leading into the court or patio from outside the street. To gain admittance it is necessary usually to ring the elec-

QUEEN'S



CHRISTMAS DAY.

NEEDS OF NATURE

SIR FREDERICK LUGARD'S SUGGESTION.

Sir Frederick Lugard, presiding at a meeting of the Imperial Social Hygiene Congress, made a most suggestive speech on the medical service in Africa and the necessity for improving native diet and health conditions. There are considerable areas in British Dependencies in Africa, as Sir Donald Cameron has pointed out, where ordinary medical assistance is unobtainable and Sir Frederick Lugard urges that to make good the deficiency should have priority even over the claims of research. Sir Frederick referred to the necessity of a trained African staff, and added that until educated Africans could rise to a conception of public service it was premature for them to talk of self-government. Regarding the food question, he said he sometimes wonders whether rabbits could not be introduced to Africa for the benefit of half-fed natives. He has no fears that they would multiply till they became a pest, as in Australia. A sufficiency of food would go far to promote the material well-being of the native to advance him on the road to civilisation to make him a more efficient economic instrument both in his own interests and those of the European enterprises for which he works. In Sir Frederick Lugard's opinion the confidence of the native can better be won by providing an adequate professional and subordinate staff, which understands him and can speak his language, which is constantly touring the villages and is not liable to frequent change and by the intensive study of every aspect of native life—social, medical, and sanitary—than by building fine hospitals which the natives shun and can only be staffed at the expense of heavy calls on the district doctor.

"COMMON CAUSE."

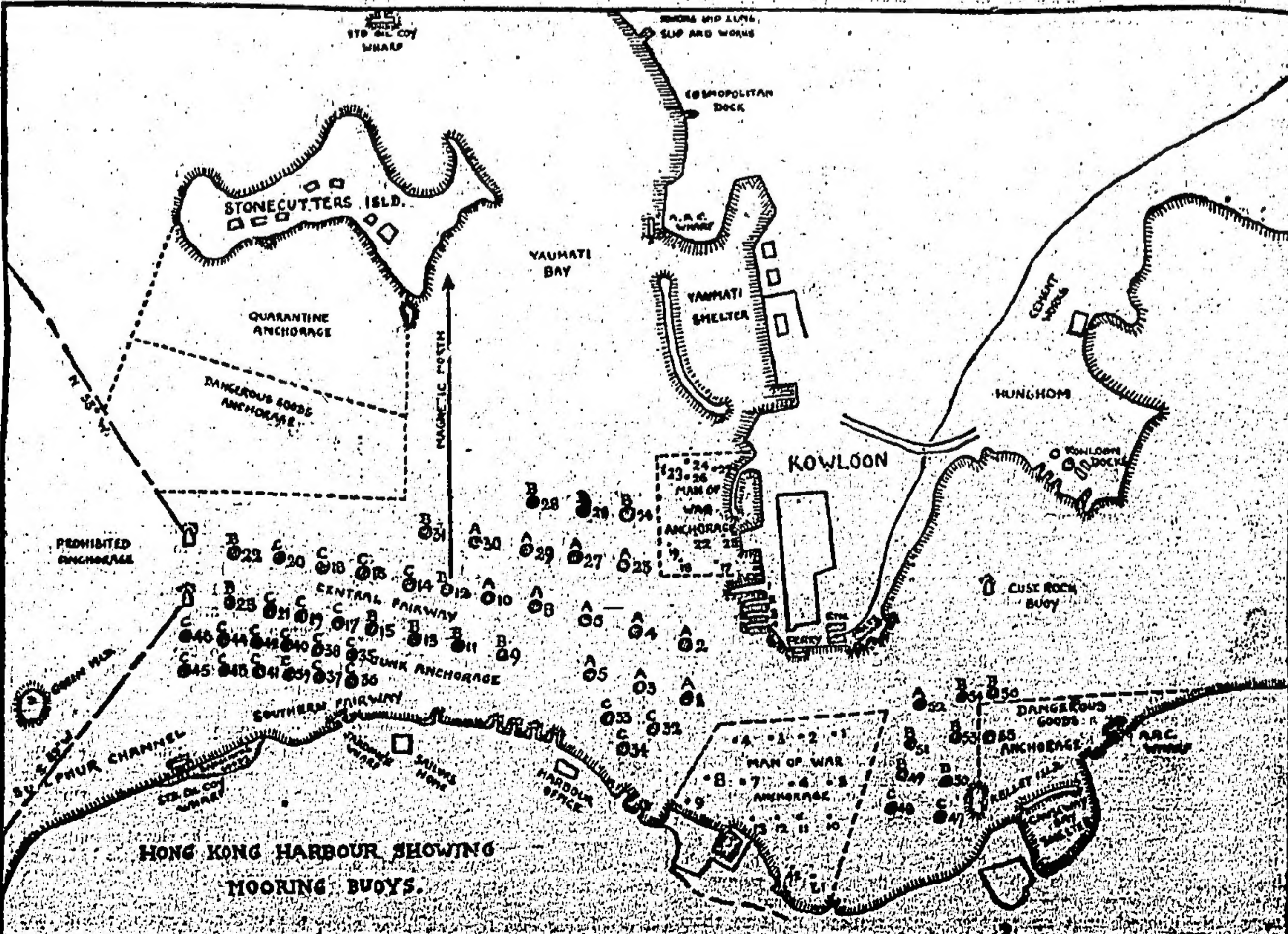
KOREAN TRAM INSPECTORS TELL CHINESE.

Protesting that they have a common cause with the Chinese employees of the Shanghai Tramways the union of Korean Tramway employees last Sunday issued a manifesto denouncing the assassination of Teo Shing-feng, the Korean tram inspector who was shot and killed by hired assassins last week, and asking for fair treatment at the hands of Chinese labourers and the community at large. The manifesto reads:—"In connection with the murder of our comrade Teo Shing-feng we would like to point out that China and Korea are brothers in distress. It is our duty to give each other support. We are also people of no property and we are, therefore, in sympathy with the Chinese labour movement."

"However, our conditions are different from those of Chinese workers and we have maintained a neutral attitude in all disputes between the Chinese workers and the Company. We have never been on the side of the Company; nor have we ever committed any acts against the workers. Should the Chinese workers deem it necessary that we Korean employees of the Company should adopt an attitude uniform with the Chinese workers the Chinese Tramway Employees' Union should have given us warning beforehand so that we might have held negotiations."

"Without any warning, however, they resorted to extreme measures by taking the life of our comrade Teo Shing-feng. We condemn this as a heinous act. Certain persons are making propaganda work to create ill-feeling between Chinese and Koreans. We ask the general public not to be misled by these people. We appeal to the community to give a fair decision in this case."

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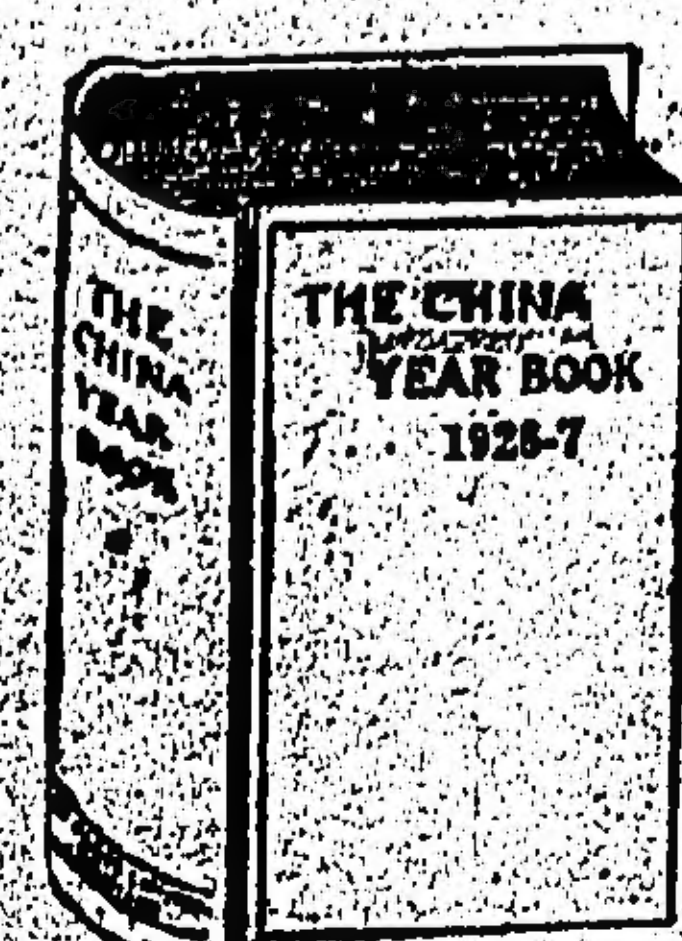
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CHINA NEWS, LOCAL NEWS AND ALL THE NEWS

SPECIAL CANTON PICTURES.

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Special photographs appear in this week's issue of the "Overland China Mail" depicting the stirring and bloody events that took place in Canton recently, when Communists sacked the city, driving from it what few Ironside troops there were there.

Canton has not yet recovered from the blow, despite the fact that the city is again in the hands of the Government troops. Efforts are being made to secure the return of General Li Chai-sum, the business community being anxious to experience something like settled conditions before Chinese New Year. At present little commercial or industrial activity is apparent. Full reports of events in Canton appear in the "Overland."

Local news—social, commercial and sporting—receives comprehensive treatment in the "Overland," there being a particularly interesting crop of Criminal Sessions cases, together with an account of the hanging of the pirates who were concerned in the "Irene" outrage recently.

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"THE OVERLAND CHINA MAIL"

"CULTURE."

SCHOOL SUPERINTENDENT ON TRIAL.

A CHICAGO CASE.

William McAndrew, superintendent of schools in Chicago, Ill., is on trial before the Board of Education on a series of charges of which the most serious is that he is pro-British. Before these lines appear in print, or shortly thereafter, he will undoubtedly be found guilty. His trial is a formality; the Board of Education which is sitting on his case was put into office by Mayor William Hale ("Big Bill") Thompson for the express and stated purpose of ousting Mr. McAndrew. Thompson himself was elected after an extraordinary campaign in which he brought a cage of white rats to his public meetings, named them for his rival candidates, and excoerated them, to the huge delight of his audiences. His main campaign plank was that "King George must go." The fact that this statement was entirely without any sense of any kind did not prevent its being hugely effective with Chicago's populace, with its large German, Irish, and other non-Anglo-Saxon foreign-born elements, and with its super-Americanism, which has been augmented in recent years by the teachings of the Ku-Klux-Klan.

The charges against McAndrew centre about the teaching of history in the public schools. Mayor Thompson caused an investigation of the text-books to be made by a member of Congress, Mr. John J. Gorman, and Mr. Gorman reported duly and with horror that these text-books were almost all "pro-English" to the last degree. The charge is based chiefly on the treatment of the Revolutionary War of 1776, the allegation being that these histories fail to paint the American heroes in sufficiently glowing colours, the British soldiers and statesmen in hues sufficiently black. All these text-books which are held up to reproach are by well-known American scholars. That which came in for the severest castigation is by Professor David S. Muzzey, of Columbia University, against whom there is also a personal charge, that of membership of the English-speaking Union. This organisation, according to the Thompson-Gorman theory, is a participant in a deadly plot to Anglicise the United States. The Carnegie Endowment for International Peace is charged with complicity, and a powerful weapon in the nefarious scheme, it is alleged, are the Rhodes Scholarships.

The Mayor Takes a Hand.

Being unable to find a text-book of American history sufficiently patriotic, Mayor Thompson called in two of his friends to write him a supplement so aggressively loyal that it would offset the lukewarmness of even the most satisfactory of existing texts. Those who have performed this task for him are Hart Hanson, a contractor, and Peter Mortensen, a taxi-cab company operator. Both are political and personal friends of his Honour. Their model work contains the words and music of "Yankee Doodle," biographies of Baron von Steuben, Pulaski, Kosciuszko, and others (this to show France was not the only good friend of the infant American Republic), and a special chapter on Betsy Ross and the American flag. The frontispiece shows Washington crossing the Delaware; one of the grievances against Mr. McAndrew is that he removed this famous and stirring martial picture from the place of honour and substituted a mere civilian illustration of the signing of the Constitution.

Needless to say, there is no foundation in fact, which is evident to anyone except Mayor Thompson and his friends, for the charges against Superintendent McAndrew. He is a competent professional school executive who was chosen for head of the Chicago system some years ago, when Mr. Thompson was not in office. At that time he was assistant superintendent in New York City. Even that post was obtained, according to the Thompson theory, through the exertion of pro-British pressure.

It is perhaps hardly necessary to say that no historian has taken any part in this campaign against alleged unpatriotic history teaching.

Among the other charges against Superintendent McAndrew is that he has introduced into the schools perplexing and humiliating intelligence tests. The Chicago voters don't want their children's intelligence tested.

EMPIRE EXHIBITION.

AUSTRALIAN GOVERNMENT'S PLAN.

CORPORATION TO CONTROL.

The Empire Exhibition in Sydney in 1931 is to be controlled by a special body which will be constituted as an incorporated company and backed by the Federal Government.

This corporation will be free from political control. Legislation to give effect to the Federal Government's intention will be introduced this session.

The exhibition will be held in Centennial Park. Other playing areas will be provided in the Metropolitan area to accommodate the cricket clubs thus dispossessed.

The decision to create a special body in the form of a commission or board having the status of a business corporation, to run the Exhibition was arrived at after the possibilities of complete Government control and of private enterprise had been discussed by the committee which recently considered preliminaries for the big event of 1931.

It is proposed that an incorporated body shall be formed on the same business footing as a private company. It will have power to make contracts and enter into financial commitments.

Should the exhibition be run at a loss the Federal Government will be behind the body running it, and will foot the bill. Even should a financial profit not be shown it will be realised that the enterprise will have an immense value to Australia in advertising the country's products and potentialities. Synchronising with the opening of the Harbour Bridge, it will be an historic event for the Commonwealth in general, and for N.S.W. in particular.

Seven Members.

With regard to the personnel of the controlling body, which will consist of five, or possibly seven, members, it is desired to have finance, commerce, and the legal profession represented. This body will work in close co-operation with the Development and Migration Commission. It is possible that the chairman of the development and Migration Commission, Mr. Gepp, will be one of the members of the exhibition corporation. The New South Wales Government also may be asked to nominate a representative.

The Prime Minister, Mr. Bruce, is anxious that the exhibition shall be regarded as a national affair, and all the States will be invited to form committees to co-operate with the controlling body in arranging special State exhibits and advertising.

The idea of making the exhibition international has been abandoned definitely. It will be an Empire exhibition on the lines of that held at Wembley.

Site Settled.

Though several sites were suggested in Sydney, the Federal Government will have none but Centennial Park. Mr. Bruce, it is understood, intimated that if the N.S.W. Government would not make Centennial Park available the exhibition might be held in Melbourne.

The Premier, Mr. Lang, expressed his willingness to co-operate in this respect, and to recommend Parliament to subsidise the exhibition if necessary. It is not anticipated that Mr. Bavin's Government will be less sympathetic towards a project of so much importance to New South Wales.

Money has been placed on Mr. Lang's estimates for the provision in the metropolis of playing areas to accommodate the cricket and football clubs which will be dispossessed by the requisition of Centennial Park for the exhibition.

The agreement with the Federal authorities for the loan of the Centennial Park stipulates that none of the ponds or palm avenues shall be interfered with. It is understood that permanent improvements worth £200,000 will be made to the park for the purpose of the exhibition, and when the latter is over these will remain the property of the Government.

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PEKING CABINET.

REPORTED REORGANISATION CONTEMPLATED.

FINANCE MINISTER TO GO.

Peking, Dec. 10.

According to vernacular reports there is the possibility of the present Peking Cabinet being completely re-organised or at least several changes made. One report is that General Yang Yuting is likely to succeed Mr. Pan Fu as Premier but no official news of impending changes is obtainable.

Peking, Dec. 11.

Reports of Ministerial changes being imminent are still persistent in Chinese circles. The "Chen Pao" states that the present Finance Minister, Mr. Yen Tze-pu, and the Minister of Justice, Mr. Yao Chen, are about to retire from the Cabinet.

The paper goes on to say that possible candidates for the Ministry of Finance are Mr. Li Shih-hao, who was Minister of Finance in 1924 under Marshal Tuan Chih-jui, and Mr. Wang Keh-min, who was Minister of Finance under Marshal Tsao Kun.

Mr. Shan Yu-sheng, at present Vice-Minister of Justice, is reported to be a likely candidate to fill the office now occupied by Mr. Yao Chen.

SUSSEX DOWNS.

ANOTHER GENEROUS GIFT FOR THE PUBLIC.

Particulars will shortly be announced of another gift of beautiful downland between Eastbourne and Seaford to be preserved as an open space. Recently Mr. W. C. Campbell, of Eastbourne, gave £5,000 in order to complete the purchase of the Seven Sisters, that bringing his individual gift up to £7,000. The land to the east of the Seven Sisters estate belongs to the Ecclesiastical Commissioners, and it is understood that they have given instructions it shall not be built upon. Beyond the Commissioners' land is the Chyngton estate, including the Cuckmere Valley, famous many years ago as the headquarters of smugglers. This estate belonged to the Pelham family, and was recently placed on the market. A gentleman, whose name is at present withheld, was so impressed by the appeal in the press that he purchased the estate, and will shortly hand over the deeds to the National Trust.

As the Eastbourne Corporation have acquired Parliamentary powers to purchase the land round Beachy Head almost as far as the Seven Sisters estate, it appears certain that the whole stretch of downland on the coast from Eastbourne to Seaford Head is saved from any building development.—Ex.

DISASTROUS FIRE.

Kansas City, Dec. 10.
A fire which broke out last night destroyed two units of the Morris Plant and did a million dollars' worth of damage.

CHURCH NOTICES.

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Matins, 11 a.m.
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Holy Communion (12 noon).
Evangelism and Carols, 6 p.m.
Preacher: Rev. W. R. Cannell.
Monday, St. Stephen.
Holy Communion, 7.45 a.m.
Tuesday, St. John.
Holy Communion, 7.45 a.m.
Wednesday, Innocents Day.
Holy Communion, 7.45 a.m.
Thursday, Holy Communion, 7.45 a.m.

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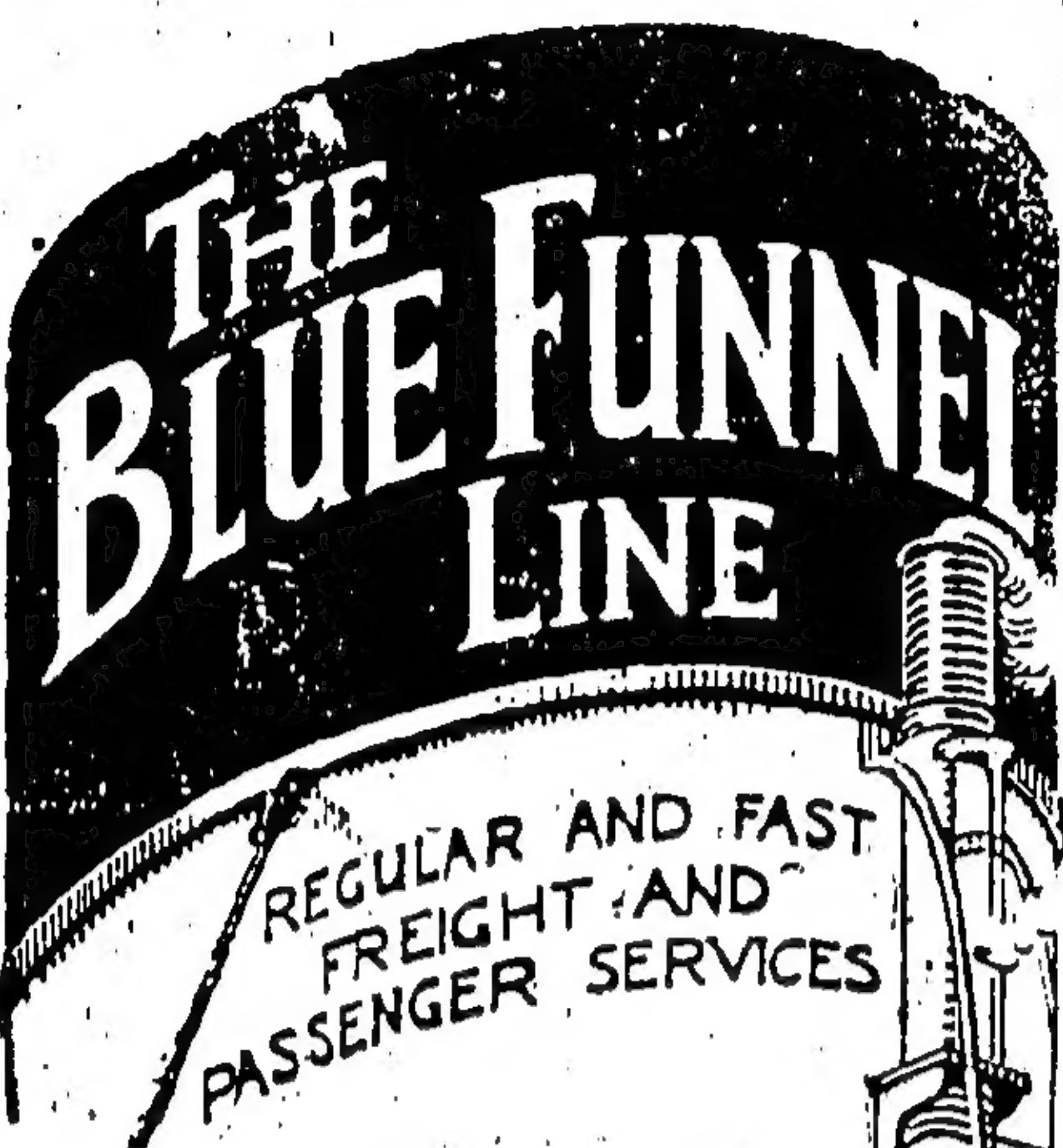
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On Monday, the 26th instant, and Tuesday, the 27th instant, the G.P.O. and Branch Post Offices will be open as follows:—
The G.P.O.—Monday 8 a.m. to 9 a.m. and Tuesday 8 a.m. to noon.
Kowloon P.O.—Monday 8 a.m. to 9 a.m., and Tuesday 8 a.m. to 11 a.m.

Wantsai, Sheungwan, Saiyingpau, Yaumati and Shamshui Branch Post Offices—8 a.m. to 9 a.m. each day.

There will be one collection from the pillar-boxes, and one delivery of ordinary correspondence each day as on Sundays, and one delivery of registered correspondence each day at 9 a.m.

The Money Order Office will be entirely closed during the Holidays.

INWARD MAILS.

| From | Per | 24 |
|---|-----------------|----|
| Calcutta & Straits | Kumsang. | |
| Europe via Suez (Letters and papers London) | Devanha. | |
| 24th Nov. and parcels 17th Nov.) | City of Pekin. | |
| Straits | Shantung. | |
| Shanghai & Swatow | 26 | |
| Canada, U.S.A., Japan & Shanghai | Pres. McKinley. | |
| Straits | Kamo Maru. | |
| Shanghai & Europe via Siberia | Patroclus. | |
| Manila | Pres. Taft. | |
| Shanghai & Amoy | Chinhua. | |
| THURSDAY, DECEMBER | 29 | |
| Suez & Straits | Ixon. | |
| Canada, U.S.A., Japan & Shanghai | Emp. of Asia. | |
| FRIDAY, DECEMBER | 30 | |
| Suez & Straits | Pyrrhus. | |
| Japan & Shanghai | Hakusan Maru. | |
| SATURDAY, DECEMBER | 31 | |
| U.S.A., Honolulu, Japan & Shanghai | Pres. Harrison. | |
| MONDAY, JANUARY | 2 | |
| Australia & Manila | Arafura. | |

OUTWARD MAILS.

| For | Per | 24 |
|------------------------------------|-----------------|------------|
| Amoy | Tjimanok. | 2.30 p.m. |
| Saigon | Prominent. | 2.30 p.m. |
| Amoy | Kumsang. | 5 p.m. |
| Shanghai, Japan & Europe via | | |
| Siberia | Devanha. | 5 p.m. |
| Straits | Poleus. | 5 p.m. |
| Pakhoi & Haiphong | Limchow. | 5 p.m. |
| SUNDAY, DECEMBER | 25 | |
| Swatow, Amoy & Formosa | Kaijo Maru. | 9 a.m. |
| MONDAY, DECEMBER | 26 | |
| Bangkok via Swatow | Kaying. | 8.30 a.m. |
| Amoy | Shantung. | Noon |
| Manila | Pres. McKinley. | Noon |
| TUESDAY, DECEMBER | 27 | |
| Straits, Ceylon, India, Mauritius, | | |
| E. & S. Africa, Egypt & Europe | | |
| via Mauritius—due Marseilles, | | |
| 25th Jan., 1928. K.P.O.—Regis- | | |
| tration 8 a.m. Letters 8 a.m. | | |
| G.P.O.—Registration 8.15 a.m. | | |
| Letters 8.30 a.m. | Patroclus. | |
| Shanghai, Japan, Canada, U.S.A., | | |
| C. & S. America & Europe via | | |
| Victoria, B.C.—due Victoria, | | |
| B.C., 16th January, 1928 & | | |
| Europe via Siberia. Parcels 10 | | |
| a.m. Registration 11.15 a.m. | | |
| Letters Noon | Pres. Taft. | |
| Shanghai & Japan | Kamo Maru. | 10.30 a.m. |
| Swatow, Amoy & Foochow | Hai Hong. | Noon |
| Sandakan | Sul Sang. | Noon |
| THURSDAY, DECEMBER | 29 | |
| Swatow, Amoy & Formosa | Deli Maru. | 8.30 a.m. |
| FRIDAY, DECEMBER | 30 | |
| Swatow, Amoy & Foochow | Hai Ning. | 1 p.m. |

*Correspondence bearing vessel's name only.

SIR LESLIE WILSON.

Indian Rebels Seek
His Life.

POLICE PRECAUTIONS.

Bengal Revolutionaries Working
From Goa.

Bombay.
Following the attempt to wreck the special train of the Governor of Bombay, Sir Leslie Wilson, near Igatpuri last month, rumours have been in circulation of a plot to make other attempts on his life. These form the subject of a leading article in the "Times of India," which says that elaborate police precautions were taken during his recent southern tour. It is believed that the attempts, actual and frustrated, were the work of Bengal revolutionaries operating from Goa, which borders part of the district covered by the Governor during his tour. The police have received information of threats to the life not only of the Governor but also of the Commissioner of the Southern Division.

The Governor, who is in residence at Bombay, treats the matter lightly.

PRAYER BOOK.

BISHOPS AND THE COMMONS
VOTE.

"NOT FINAL."

Rugby, Yesterday.
The Diocesan bishops of England, after two days' consideration of the position brought about by the rejection of the Prayer Book measure in the House of Commons, announce that the measure will be reintroduced into the Church Assembly as soon as possible. Such changes only will be made as may tend to remove misapprehensions, make clearer and more explicit its provisions and limitations.

The decision is announced in a statement which expresses the belief that the recent adverse vote of the Commons was influenced by certain unavoidable misunderstandings as to the character of the proposals and cannot be accepted as final.

The meetings of the bishops have been adjourned till January 11 and considered proposals will be deferred until the February meetings of the Convocation and Church Assembly.—British Wireless Service.

A LONG BRIDGE.

CONTRACT FOR A BRITISH
FIRM.

Rugby, Yesterday.
The bridge to be built over the Benue River, to complete the Eastern Nigerian Railway connecting Port Harcourt with Bahr el Jebel, will be the longest in Africa. The new enterprise, which will stimulate the already rapid development of Northern Nigeria, will cost about £1,000,000 and the contract, which has been placed with a British firm, is for a bridge of thirteen spans and 2,584 feet between abutments.—British Wireless Service.

TRADE CONFERENCE.

LORD LONDONDERRY
IN HOPEFUL VIEW.

Rugby, Yesterday.
Lord Londonderry, one of the signatories of the invitation to the Trades Union Congress to participate in the proposed industrial peace conference, said last night that he felt nothing but good could come from the meeting. Parties would be able, in conference, to state their difficulties and to find some means of meeting them.—British Wireless Service.

AIRMAN'S MOTHER.

FLIGHT TO MEXICO CITY FOR
CHRISTMAS.

Mexico City, Yesterday.
Mrs. Lindbergh has arrived, accompanied by her son who flew to meet her.—Reuter's American Service.

A recent telegram stated that Mrs. Evangeline Lindbergh, mother of Colonel Lindbergh, the famous young aviator, intended to make a flight from Detroit to Mexico City to spend Christmas with her son.

TRUMPET WORDS.

Term "British" Can't
Be Bettered.

A COMPLEX SENTIMENT.

Seeking A Word To Stir Pride And
Patriotism.

"An Australian invites me to invent a better word than British and Briton for our common citizenship of the Empire. He says that he does not like to call himself a Briton, or to declare that he is a Britishman. He abominates the dreadful word Britisher. He wants a word that will stir his pride and his patriotism," writes Mr. James Douglas in the "Daily Express."

"He dislikes the sound of Briton, British and Britisher. They are gritty and discordant sounds. They are too local and parochial. They are insular. They mean nothing to Englishmen, Scotsmen, Welshmen, Irishmen, Canadians, Australians and South Africans.

Sentiment Exists.
"I do not believe that a code word for the citizenship or comradeship of the Empire can be invented or enforced. The sentiment exists, but there is no name for it, because it is too complex to be named. It is a compound of love for the birthplace and love for the union of all the birthplaces. It is a mixture of all the homes and all the races and all the loyalties to them as a whole, in which the place-names and place-sentiments are mingled.

"British is the only epithet which covers the whole field of loyalties. If we cannot all persuade ourselves that we are Britons we can at least glory in being British and in being Britishers, with British loyalties and obligations.

"These words are inadequate, but they are the best we have got. We can enlarge their meaning. We can charge them with a richer significance and symbolism. Our poets can fuse them with their poetry. They can be vitalised with reverence and romance. There is no reason why all our ideals should not be poured into them. Briton, British and Britisher may become trumpet words. We have nothing better."

A WHITE CHRISTMAS.

LONDON WEARS A HOLIDAY
AIR.

EXODUS OF TRAVELLERS.

Rugby, Yesterday.
The Christmas holidays began to-day in earnest. Shopping reached its climax, and all the London stations were crowded with travellers. A feature was heavy bookings for the Continent.

All the air services to the Continent had to be cancelled owing to a gale raging in the Channel. The very mild weather which, in the south of England, was followed by the recent severe cold, is hardly likely to last, according to the weather experts. The wintry conditions which have continued in the North are not unlikely to extend to the South, so that there is after all, a prospect of a white Christmas for London.

Sir Charles Batho, Lord Mayor of London, has issued the following message to Londoners:

"In offering a Christmas greeting to the citizens of London I think we may congratulate ourselves upon the happy gestures which have been made by some leading employers as indicative of the establishment of peace and goodwill in our industries. I sincerely hope that this augurs the dawn in the New Year of an era of prosperity based upon a better understanding, as between master and man.—British Wireless Service.

FRENCH FRANC.

EXAMPLE OF ITALY TO BE
FOLLOWED.

New York, Yesterday.
According to the Journal of Commerce, the French Government has completed plans for the revalorisation of the franc and will follow the example of Italy and return to the gold standard early in 1928. In this connection the Bank of France recently arranged a credit of \$10,000,000 (gold) in New York.—Reuter's American Service.

TO-DAY'S DOLLAR.

The closing rate of the dollar, on demand, to-day was 2/0 5/16.

A SACRED CAT.

Story of a Japanese
Animal.

STOLEN BY CHINESE.

Back Markings Resemble Women
In Kimono.

"I am told that every cat in Japan which is born with a certain marking is considered as sacred—at least by some sects or some portion of the public. It is held to contain the soul of an ancestor, and is sent to a temple," writes Lillian J. Veley, D.Sc., in "Cat Gossip," concerning one of these cats.

"No such cat would ever be parted with; this one, I was informed, was stolen by a Chinese servant, and carried on board a ship. Here it became the property of an English officer, who would have wished to return it to its temple, but dared not do so on account of the feeling aroused by the theft. It was brought home, and eventually came into the possession of an English family in Putney, who respected its traditions, and with whom it enjoyed a happy home and lived to an honoured old age. The cat was black and white in colour, the black patch on the back being the 'sacred' mark—which is supposed to resemble a woman in a kimono."

STOLEN NOTES.

ECHO OF A ROBBERY IN
COLOMBO.

PRESENTED IN SYDNEY.

Sydney, Yesterday.
On the arrival of the steamer "Moldavia" a young woman presented to the Commonwealth Bank \$100 in English notes, the numbers corresponding to those in the recent robbery in Colombo of \$5,000 from a mail bag during its transfer from the steamer "Moldavia" to a China-bound steamer.

No suspicion attaches to the woman who evidently acquired the notes innocently in Colombo.—Reuter.

EMPIRE EXHIBITION.

TENPENCE IN POUND FOR
GUARANTORS.

A STRIKING COMMENT.

London, Yesterday.
Almost £36,000 has been "saved" and the guarantors' final instalment of 2/6 in the £ will not be needed is indicated in the final report of the Empire Exhibition Liquidators after two years' work. Nearly tenpence in the £ will accordingly be refunded to the guarantors, on whom calls totalled approximately £2,000,000.

Commenting on this one guarantor remarked: "If the Exhibition had been run as well as the liquidation has been it would have been a success."—Reuter.

U. S. STEEL.

FRENZIED BUYING OF
STOCKS.

New York, Yesterday.
On the Stock Market, frenzied buying of United States Steel Corporation shares broke out at the final hour, carrying up the price nearly five points to 154—the highest figure for several weeks. The rise is attributed to a revival of rumours of a special stock distribution early in 1928.

The increased demand for steel is undoubtedly a stimulating factor.—Reuter's American Service.

ATLANTIC 'PHONES.

UNPROFITABLE TO AMERICAN
COMPANY.

New York, Yesterday.
In connection with the statement in the British House of Commons that the British Post Office is losing on the trans-Atlantic telephone service, the American Telephone and Telegraph Company has also found the service unprofitable, and has announced that the service will be continued.—Reuter's American Service.

SAMOAN ENQUIRY.

DEPORTATIONS OF THREE
PERSONS.

Wellington, Yesterday.
O. F. Nelson, E. W. Glegg, A. G. Smyth, whose names were mentioned prominently in connection with the recent enquiry into the conditions in Samoa, have been deported from West Samoa for five, five, and two years, respectively.—Reuter.

Only a parrot held the answer to the sinister secret—a delightful mystery play blending comedy and drama—

PAUL LENI'S

FASCINATING NEW PRODUCTION

THE

CHINESE PARROT

with

MARION NIXON & HOBART BOSWORTH

AT THE

QUEEN'S FINAL SHOWINGS
TO-DAY

At 2.30, 5.10, 7.15 & 9.20

A picture that cost £100,000 to make—

THE LAST DAYS OF POMPEII

with

A CAST OF OVER 45,000 PLAYERS.

AT THE

WORLD TO-DAY ONLY

Orchestra 5.00 and 9.30. Interpreter 2.30 and 7.15.

The story of a woman who fought for her home and happiness—

WANDERING HUSBANDS

with

JAMES KIRKWOOD—LILA LEE
MARGARET LIVINGSTON.

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STAR TO-DAY ONLY

Continuous from 5.15 to 8.45 and at 9.20.

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